

INITIAL RECOMMENDATIONS

OCTOBER 2005 APPLICATIONS TO AMEND THE COMPREHENSIVE DEVELOPMENT MASTER PLAN

FOR MIAMI-DADE COUNTY, FLORIDA



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INITIAL
RECOMMENDATIONS

OCTOBER 2005 APPLICATIONS TO AMEND THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN

February 25, 2006

Miami-Dade County Department of Planning and Zoning
1110 Stephen P. Clark Center
111 NW 1 Street
Miami, Florida 33128-1972
(305) 375-2835

INTRODUCTION

This report presents the Department of Planning and Zoning's initial recommendations addressing applications to amend the Comprehensive Development Master Plan (CDMP) which are filed for consideration during the October 2005 Plan amendment review cycle. A total of 14 applications were filed during this amendment cycle, of which 13 were filed by private parties, and one (Application No. 14) was filed by the Department of Planning and Zoning (DP&Z). The report also contains necessary background information and analyses on which the recommendations are based.

Chapter 1 of the report contains the recommendations for each application and the descriptions of the five study areas, Study Areas A through E, in which Applications No. 1 through 12, which seek to amend the Land Use Plan map, are located. Each Study Area describes relevant environmental conditions, land use patterns, and urban services within that study area on which the recommendations are based. The locations of study areas and the applications to amend the Land Use Plan map are presented on Figure 1. Chapter 2 of the report provides information addressing the general planning considerations. Chapter 3 contains the listing of CDMP policies and provisions utilized in the required review of each application's consistency with CDMP policies. Chapter 4 contains an evaluation of fiscal impacts of the applications from the agencies responsible for supplying and maintaining infrastructure services addressed in the CDMP.

Application Review Process and Schedule of Activities

Following is a summary of the Plan review and amendment activities and schedule that will be followed this cycle to comply with the CDMP procedural requirements contained in Section 2-116.1, Code of Miami-Dade County, and with State law. Table 1 on page iv lists the principal activities which will occur under this process and presents the timeframes for those activities in accordance with the State requirements and the County Code.

For this amendment cycle the application filing period extended from October 1 through October 31, 2005. Miami-Dade County's adopted procedures allow the filing of requests to amend all provisions of the Comprehensive Development Master Plan (CDMP) during this time period, including changes to the Urban Development Boundary (UDB).

The CDMP amendment process involves two phases. The first phase occurs between the time applications are filed and the time the Board of County Commissioners conducts its first hearing and takes action to transmit applications to the Florida Department of Community Affairs (DCA) and associated State agencies for possible review and comment, or to adopt eligible small-scale Land Use Plan map amendments on an expedited schedule. During this first phase, affected and neighboring property owners are notified of nearby Land Use Plan map amendment requests. Section 2-116.1 authorizes Community Councils to conduct public hearings and issue recommendations on applications that directly affect their areas, before the Planning Advisory Board acting as the County's "Local Planning Agency" and the Board of County Commissioners conduct their first required public hearings.

The Department of Planning and Zoning will submit its initial recommendations to the Planning Advisory Board (PAB) regarding each requested change, no later than February 25, 2006. Each Community Council in which a proposed amendment to the Land Use Plan map is located is scheduled to hold a public hearing to discuss the Land Use Plan map application(s) and may formulate recommendation(s) regarding the request(s) in March 2006. The PAB is scheduled to hold a public hearing, on April 3, 2006. The purposes of these PAB hearings will be to receive comments and recommendations on the proposed amendments, and to formulate its recommendations to the Board of County Commissioners regarding adoption of any requested small-scale amendments and regarding transmittal to the Florida Department of Community Affairs (DCA) of all other requested amendments and any small-scale requests that the PAB recommends be considered further through the regular procedure. The Board of County Commissioners is currently scheduled to hold a public hearing on May 22, 2006 to consider taking final action on requested "small-scale" amendments, and to consider transmittal of the other requested amendments to DCA as well as any of the requested "small-scale" amendments that the Commission elects to consider further through the regular procedure. DCA does not review adopted small-scale Land Use Plan map amendments for policy conformance or issue a Notice Of Intent addressing compliance. Unless there is a citizen challenge, adopted small-scale amendments will become effective 31 days after adoption.

"Transmittal" of a proposed amendment to the State for initial review does not constitute adoption of requested amendments. A second phase of the review addressing the standard applications not adopted as small-scale amendments begins after transmittal of the applications to the DCA and associated State agencies. The CDMP amendment procedures in Section 2-116.1 of the County Code provide that the DCA will be requested by the County to review and comment on all transmitted amendment proposals. This is done to provide certainty about the timing of the State's reply, as the State procedure could otherwise make it very difficult to schedule necessary final reports and hearings. The time frame indicated in Table 1 reflects this County procedure. Accordingly, the DCA is expected to return comments addressing all transmitted amendment proposals in August 2006. The PAB will then conduct its final public hearing(s) during September 2006, and the Board of County Commissioners could conduct a public hearing and take final action in October 2006. During the DCA review period, the DP&Z will also review comments received at the transmittal hearings and any additional submitted material and may issue a Revised Recommendations report reflecting any new information prior to the final public hearings. Final action by the Board of County Commissioners will be to adopt, adopt with change, or not adopt each of the transmitted applications.

Outside this regular CDMP amendment process, requests to amend the CDMP can be requested only by the County Commission under special amendment processes, or by a party having an application undergoing the Development of Regional Impact (DRI) process and requesting a concurrent amendment to the CDMP. Procedures for processing such special or DRI-related amendments are established in Section 2-116.1 of the Miami-Dade County Code.

Small-Scale Amendments

A procedure is provided for the expedited processing of "Small-Scale" amendments as defined in Section 163.3187(1)(c), F.S. This procedure authorizes the Board of County Commissioners to take final action on small-scale requests to amend the Land Use Plan Map at its May 22, 2006 public hearing. An amendment application is eligible for expedited processing as "small-scale" amendment under the following conditions:

1. The proposed amendment involves a land use of 10 acres or less and;
2. The cumulative effect of all adopted small-scale amendments shall not exceed a total of 120 acres annually in designated urban areas such as redevelopment and downtown revitalization areas, urban infill areas, transportation concurrency exception areas, and regional and urban activity centers, however a 60 acre annual limitation applies to areas outside these specifically designated urban areas.
3. If the proposed amendment involves a residential land use, the use has a density limitation of 10 units per acre or less, unless the amendment is in a specifically designated urban area listed above;
4. The proposed amendment does not involve the same property more than once a year;
5. The proposed amendment does not involve the same owner's property within 200 feet of property granted a change within the prior 12 months;
6. The proposed amendment does not involve a text change to the plan, but only the future land use map; and
7. The proposed amendment is not in an area of critical state concern.

At the May 2006 public hearing, the County Commission could elect to adopt or not adopt small-scale amendments; if it does not adopt a small-scale amendment, the Commission may elect to transmit it to DCA for review along with the other non-small-scale amendment requests and take final action in October 2006, after State-agency review. Of course, failure to adopt as a small-scale amendment or to transmit effectively denies approval of the application.

Additional Information

Anyone having questions regarding any aspect of the CDMP review and amendment process should visit or call the Metropolitan Planning Section of the Miami-Dade County Department of Planning and Zoning at 111 NW 1st Street, Suite 1220; Miami, Florida 33128-1972; telephone 305/375-2835.

Table 1
Schedule of Activities
October 2005 CDMP Amendment Cycle

Application Filing Period	October 1 through October 30, 2005
Applications Report Published by Department of Planning and Zoning	December 5, 2005
Initial Recommendations Report Released by Department of Planning and Zoning	February 25, 2006
Community Council(s) Public Hearing(s) To Formulate Recommendations on Applications Impacting Specific Council's Area:*	Specific date(s) to be set in March 2006
North Central Council (8) Application Nos. 5, 6 and 7	6:00 p.m., March 7, 2006 Henry Reeves Elementary School 2005 NW 111 Street
Biscayne Shores Community Council (7) Application Nos. 1, 2, 3, and 4	6:30 p.m. Wednesday, March 8, 2006 Phyllis Ruth Miller Elementary School 840 NE 87 Street
Redland Community Council (14) Application No. 12	6:30 p.m. Thursday, March 9, 2006 South Dade Government Center 10710 SW 211 Street
West Kendall Community Council (12) Application Nos. 10 and 11	6:30 p.m. Tuesday, March 14, 2006 Kendall Branch Library 9101 SW 97 Avenue
Westchester Community Council (10) Application Nos. 8 and 9	6:30 p.m. Thursday, March 23, 2006 West Dade Regional Library 9445 Coral Way
Planning Advisory Board (PAB) acting as Local Planning Agency (LPA) Hearings to Formulate Recommendations Regarding Adoption of Small-Scale Amendments and Transmittal of Standard Amendment Requests to Florida Department of Community Affairs (DCA)	Monday, April 3, 2006 County Commission Chamber 111 NW 1st Street
Board of County Commissioners Hearing and Action on Adoption of Small-Scale Amendments and Transmittal of Standard Amendment Requests to DCA	Monday, May 22, 2006* County Commission Chamber 111 NW 1 Street
Transmittal to DCA for Comment	June 5, 2006*
Deadline for Filing Supplementary Reports by the Public	Forty-five (45) days after Commission transmittal hearing
Receipt of DCA Comments	August/September 2006** (Approximately 75 days after transmittal)
Public Hearing(s) and Final Recommendations: Planning Advisory Board (Local Planning Agency)	Specific date(s) to be set during September 2006** (within 30 days after DCA comments received)
Public Hearing(s) and Final Action on Applications: Board of County Commissioners	Specific date(s) to be set in October 2006** (No later than 60 days after receipt of DCA comments)

* Date is currently scheduled but subject to change. All hearings will be noticed by newspaper advertisement.

** Estimated Date.

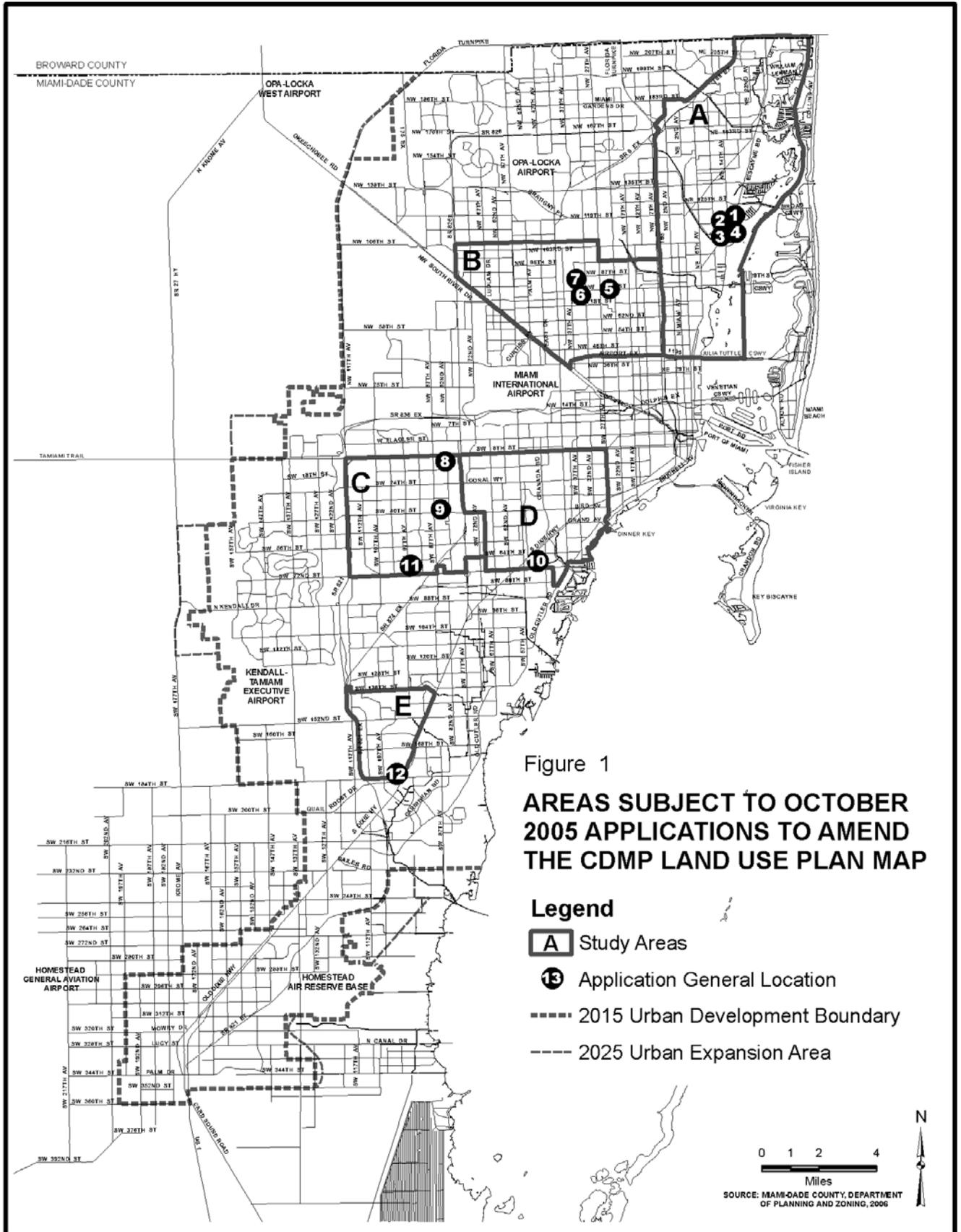
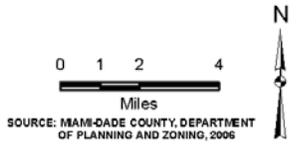


Figure 1
AREAS SUBJECT TO OCTOBER 2005 APPLICATIONS TO AMEND THE CDMP LAND USE PLAN MAP

- Legend**
- A** Study Areas
 - 12** Application General Location
 - 2015 Urban Development Boundary
 - 2025 Urban Expansion Area



APPLICATION NO. 14

**APPLICATION REQUESTING AMENDMENT TO THE
CAPITAL IMPROVEMENTS ELEMENT OF THE
COMPREHENSIVE DEVELOPMENT MASTER PLAN**

1. APPLICANT

Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972
(305) 375-2840

2. APPLICANT'S REPRESENTATIVE

Diane O'Quinn Williams, Director
Miami-Dade County Department of Planning and Zoning
111 NW 1 Street, Suite 1110
Miami, Florida 33128-1972

By:  February 21, 2006

3. DESCRIPTION OF REQUESTED CHANGES

Add new Paragraph F. under the Concurrency Management Program section of the Capital Improvements Element (P. IX-21 of the CDMP):

F. Miami-Dade County shall, by ordinance, include proportionate fair share mitigation methodologies and options in its concurrency management program, consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of transportation impacts through mechanisms that might include, but are not limited to, private funds, public funds, contributions of land, and the construction or contribution of facilities. Transportation facilities or segments identified for improvement through the use of proportionate fair share mitigation options must be included in the Capital Improvements Element, or in the next regularly scheduled update of the Capital Improvements Element.

4. REASONS FOR CHANGE

This application proposes an amendment to the Capital Improvements Element in order to address the new requirements of Sections 163.3180(16), Florida Statutes as legislated through Senate Bill 360 in the 2005 Legislative session.

5. ADDITIONAL MATERIALS SUBMITTED

None

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CHAPTER 1

RECOMMENDATIONS AND STUDY AREA ANALYSES

Chapter 1

RECOMMENDATIONS AND STUDY AREA ANALYSES

The Comprehensive Development Master Plan (CDMP) is Miami-Dade County's policy guide for countywide growth management. The Plan contains components such as goals, objectives and policies which are countywide in scope, and components including the Land Use Plan map and schedules of capital improvements which express policy for localized areas. First and foremost, the CDMP is a metropolitan-scale plan for long-range countywide development. While most applications filed for review during this amendment cycle are localized in scope, achievement of long-term CDMP objectives is affected by cumulative small-scale amendment decisions.

The active applications filed during the October 2005 Plan amendment cycle can be categorized into the following three types of requests:

1. Land Use Plan map amendments seeking to redesignate certain parcels on the Plan's year 2015 and 2025 Land Use Plan (LUP) map (See Figure 1);
2. An amendment to the Land Use Element that seeks to amend and clarify the current text in the Land Use Element for areas designated as "Agriculture" on the Land Use Plan (LUP) map, as it relates to schools;
3. An amendment to the Capital Improvements Element which adds new language to address the new requirements of Sections 163.3180(16), Florida Statutes.

Types of Recommendations

This chapter contains the Department of Planning and Zoning's initial recommendations addressing the applications filed for review during the October 2005-2006 CDMP amendment cycle. The following two types of recommendations are issued:

1. DISPOSITION. Recommendations issued addressing final disposition of the applications may be for approval, approval with changes, or denial. In the case of small-scale amendment applications the recommendation issued in this report may be the only recommendation issued by the Department, as the Board of County Commissioners is authorized to take final action to adopt, or adopt with change, the small-scale amendment requests at its November 21, 2005 public hearing. For all other applications, which are not adopted at the November hearing but are transmitted to the DCA for review, the Department could reconsider its initial recommendation in the future and issue a revised recommendation based on new information received.
2. TRANSMITTAL TO DCA. Transmittal to DCA is a required action to continue the eligibility of any amendment application that is not adopted as a small-scale amendment request. Failure to transmit a non-small-scale amendment to the Florida Department of Community Affairs (DCA) effectively denies an application from further consideration during the cycle. Accordingly, the Department will recommend transmittal to the DCA of all non-small-scale applications recommended for approval or approval with change. The Department could also recommend transmittal (rather than immediate denial) of a small-scale amendment, or transmittal of a regular non-small-scale application for which it initially

recommends denial, if the application may warrant additional community consideration or information.

When proposed amendments are transmitted to DCA, the County will request DCA to conduct a review of the transmitted amendment proposals, after which, the DCA may issue an "Objections Recommendations and Comments" (ORC) report. The Board of County Commissioners must schedule a specially advertised public hearing and take final action on applications not later than 60 days after receiving DCA's reply addressing an application. The Miami-Dade County Code provides that Commission action must also be proceeded by an opportunity for a second PAB public hearing, except when DCA does not review a proposed amendment.

Following the presentation of the recommendations, the principal reasons for the Department's recommendations are outlined. The principal factors considered when evaluating each application are described in Chapter 2 of this report. These factors include the availability of land to accommodate projected land use needs, land use patterns and trends of development in the area, compatibility of proposed land uses with the neighboring area, availability of and impact on urban services, impact on environmental, and historical and archeological resources. Information addressing these factors is presented in Chapter 2 of this report, and specific to affected geographic areas in Chapter 1. An analysis of the consistency of the proposed amendments with the underlying objectives and policies of the CDMP is contained in Chapter 3. These factors are all considered by the Department of Planning and Zoning in formulating its recommendations. However, only the factors deemed most significant to the Department's recommendations are cited in the principal reasons for the recommendations presented in this chapter following each recommendation.

To assist in evaluating applications to amend the Land Use Plan map, seven study areas encompassing the applications and their vicinity were evaluated (See Figure 1). The applications to amend the Land Use Plan map are numbered Application Nos. 1 through 12. The Study Areas are labeled A through E.

Summary of Land Use Plan Map Application Characteristics

For convenience of the reader, the Table presented on the following page summarizes essential facts about the study areas and application areas. Facts about Applications Nos. 1 through 12 are listed in columns under the application number. The factors addressed are listed in the left margin.

The first factors addressed on this table are land use issues. First, the residential and commercial land supply and demand characteristics of the study area are presented. Only one entry is made in each line where the information pertains to the entire Study Area. For commercial land, the supply/demand situations for individual minor statistical areas (MSAs) are presented in application-specific columns where a study area is comprised of more than one MSA. The text in Chapter 2 fully explains what the numbers mean and how they were derived. Land uses adjacent to the application site are the final entry under the Land Use heading. The remaining rows in the table summarize environmental and urban service characteristics, which are fully described in the Study Area analyses following the application recommendations in Chapter 1.

Table No. 2
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	A	A	A	A
APPLICATION NUMBER	1	2	3	4
REQUESTED REDESIGNATION	Industrial to Low-Med. Dens. Res. (5-13 DU/Ac.)	Low Dens. Res. (2.5-6 DU/Ac.) To Low-Med Dens. Res (5-13 DU/Ac.)	Low & Low Med. Dens Res (2.5- 6 & 6-13 DU/ac.) and Bus/Office to Med Dens Res (13-25 DU/Ac.) and Bus/ Off. on 5 parcels	Low-Med Dens Res (5-13 DU/Ac.) to Med & Med-High Density Residential (13-25 & 25-60 DU/Ac.) on 2 parcels
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	+339 du	+19	+543	+361
Study Area Depletion Yr.	2019	2019	2019	2019
COMMERCIAL LAND				
Study Area Depletion Yr.	2025+	2025+	2025+	2025+
(MSA) Depletion Year	2025+	2025+	2025+	2025+
MSA 2015 Ac./1000 pop.	5.6	6.4	4.9	7.0
INDUSTRIAL LAND				
Study Area Depletion Yr.	NA	NA	NA	NA
(MSA) Depletion Year	NA	NA	NA	NA
EXISTING USES	Bell South Utility	SF	SF, retail, vacant, church	SF
ADJACENT USES	SF, MF, vacant, Golf, Industrial	SF, MF, church, canal	SF, utility, retail, nursery, marina	SF, MF, hospital, office, church
ENVIRONMENT				
Flood Zone	X	AE	AE	X
Wetlands Basin	C-9/East	C-8	Intra-coastal / C-8	C-7
Wellfield Protection Area	No	No	No	No
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	267/164	19/25	316/713	169/334
Adjacent Road(s)	NE 215 St.	Memorial Hwy.	Biscayne Blvd.	NW 99 St., NW 7 Ave.
Level of Service (LOS) Standard	E	E	E+50%	E+50%
Existing LOS/Concurrency LOS	E/F	NA	E/E+5%	NA, E+5%/E+11%
TRANSIT				
Closest Route No.	91	2	3, Biscayne Max	33
Headway (min.)Peak/Off-peak	30/60	60/60	15/15, 15/NA	30/30
Distance (feet)	1320	Adjacent	Adjacent	Adjacent
WATER				
At Site or Distance (ft.)	At Site (16)	At Site	At Site	350'
Change in Demand (gpd)	+10,889	+1550	+145,156	+72,400
SEWER				
At Site or Distance (ft.)	430	1230(12F)	At Site (8F)	600(8G)
FIRE				
Response (minutes)	7 Minutes	6 minutes	4 minutes	4 minutes
Fire Flow Adequate	Yes	Yes	Yes	Yes
SCHOOLS				
Elem. FISH	106%	106%	106%	106%
Mid. FISH	150%	150%	150%	150%
Sen. FISH	122%	122%	122%	122%
Impact ± Students	+197	+8	+41	+25
LOCAL PARKS				
Park Benefit District	1	1	1	1
Surplus (Acres) Existing/Impact	544.8/-2.4	544.8/-3	544.8/-4.6	544.8/-4.5

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	B	B	B	C
APPLICATION NO.	5	6	7	8
REQUESTED REDESIGNATION	Open Land to Industrial and Office, and UDB	Open Land to Restricted Ind. and Office, and UDB	Open Land to Business and Office, and UDB	Low-Med. Dens. Res. to Med. Dens. Res (13-25 DU/Ac)
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	NA	NA	NA	+40
Study Area Depletion Yr.	2010	2025+	2025+	2014
COMMERCIAL LAND				
Study Area Depletion Yr.	NA	2025+	2025+	2012
(MSA) Depletion Year	NA	2025+	2025+	2013
MSA 2015 Ac./1000 pop.	NA	11.6	11.6	4.9
INDUSTRIAL LAND				
Study Area Depletion Yr.	2025+	2022	2022	NA
(MSA) Depletion Year	2025+	2022	2022	NA
EXISTING USES	Vacant, Landfill, Utility, Water	Vacant, Ag.	Vacant	Mobile Home Park
ADJACENT USES	Vacant, Ag., Water	Vacant, Industrial, Ag.	Vacant, Commercial, Water	Vacant, SF, Retail, FP& L Sub Station
ENVIRONMENT				
Flood Zone	AE	AH	AH	X
Wetlands Basin	Yes	Yes	Yes	No
Wellfield Protection Area	No	Yes	Yes	No
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	160/12,633	NA/40	6/885	7/34
Adjacent Road(s)	NW 154 Street, NW 170 Street	NW 25 St.	SW 8 St.	SW 8 St., NW 42 Ave.
Level of Service (LOS) Standard	D	D	D	E+20%
Existing LOS/Concurrency LOS	C/F, NA	D/F	C/C	D/D, E+6%/E+9%
TRANSIT				
Closest Route No.	54, Hialeah Gardens	147	147, West Dade	8/5
Headway (min.)Peak/Off-peak	15/30, 30/60	30/60	30/60, 30/30	10/30, 13/30
Distance (feet)	7920	5280	2640	0
WATER				
At Site or Distance (ft.)	5280 (16)	900 (12)	900 (30)	At Site (16)
Change in Demand (gpd)	+1,577,582	+5,445	+45,645	-59,067
SEWER				
At Site or Distance (ft.)	5280 (12G)	810 (8F)	900 (24F)	At Site (12G)
FIRE				
Response (minutes)	14	6.75	8.2	5.65 Minutes
Fire Flow Adequate	NO	NA	YES	Report Not Avail.
SCHOOLS				
Elem. Existing FISH	139%	122%	122%	102%
Mid. Existing FISH	131%	106%	106%	113%
Sen. Existing FISH	136%	NA	NA	148%
Impact ± Students	-66	NA	NA	+9
LOCAL PARKS				
Park Benefit District	1	1	1	2
Surplus (Acres) Existing/Impact	544.79/NA	544.79/NA	544.79/NA	584.83/-0.14

Table No. 2 (Cont.)
Summary of Land Use Plan Map Application Characteristics

STUDY AREA	C	D	C	E
APPLICATION NO.	9	10	11	12
REQUESTED REDESIGNATION	Low-Med. Dens. Res. to Bus. & Office	Agriculture to Low Density Residential (2.5-6.0 du/ac)	Agriculture to Bus and Office (A) and to Office/Residential(B)	Estate Residential To Office/Residential
RESIDENTIAL LAND				
Impact on Res. Devel. Cap.	0	+1159	+500	+4
Study Area Depletion Yr.	2014	2009	2009	2009
COMMERCIAL LAND				
Study Area Depletion Yr.	2012	2018	2018	2018
(MSA) Depletion Year	2011	2014	2014	2025+
MSA 2015 Ac./1000 pop.	5.5	2.8	2.8	4.5
INDUSTRIAL LAND				
Study Area Depletion Yr.	N/A	N/A	N/A	N/A
(MSA) Depletion Year	NA			
EXISTING USES	Vacant	AG - Row Crops	AG - Row Crops	Retail Nursery
ADJACENT USES	SF, Duplex Res. Retail, Shop. Cent.	Agriculture, vacant, Business	Agriculture, Vacant	Single Family and utilities
ENVIRONMENT				
Flood Zone	X	AH	AH	AH
Wetlands Basin	No	Yes	Yes	No
Wellfield Protection Area	No	West	West	Alex. Orr, Snapper Creek, Southwest
Hurricane Evacuation	No	No	No	No
ROADWAYS				
Trip Generation (C/P)	13/75	45/972	10/1417	13/130
Adjacent Road(s)	SW 40 St.	SW 88 St.	SW 88 St.	SW 104 St., SW 127 Ave.
Level of Service (LOS) Standard	C/C	A/E+76%	A/E+85%	C/C, F(1.04)/F(1.08)
Existing LOS/Concurrency LOS	C/C	A/F	A/F	C/C, F/F
TRANSIT				
Closest Route No.	40, Bird Rd. MAX	Kendall KAT, Killian KAT	Kendall KAT, Killian KAT	104, Killian KAT
Headway (min.)Peak/Off-peak	15/20, 20/40	12/NA, 6/NA	12/NA, 6/NA	30/30, 6/NA
Distance (feet)	Adjacent	Adjacent	Adjacent	Adjacent
WATER				
At Site or Distance (ft.)	At Site	At Site	1800'	At Site
Change in Demand (gpd)	-2,145	+392,350	+97,550	+5,212
SEWER				
At Site or Distance (ft.)	At Site (8G)	At site, SW 167 th Ave	1,800	2,500
FIRE				
Response (minutes)	3.75 Minutes	6.1 minutes	6.8 minutes	5.25 minutes
Fire Flow Adequate	Yes	Yes	Yes	NA
SCHOOLS				
Elem. Existing FISH	102%	105%	105%	105%
Mid. Existing FISH	113%	69%	146%	171%
Sen. Existing FISH	148%	66%	153%	140%
Impact ± Students	+3	+616	+158	-1
LOCAL PARKS				
Park Benefit District	2	2	2	2
Surplus (Acres) Existing/Impact	584.83/-0.14	584.83/-10.57	584.83/-3.73	584.83/NA

Table 3
 Summary of Initial Recommendations
 October 2005 Applications to Amend the CDMP

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
1	<p>Biscayne Greenacres, LLC and Biscayne Goldacres, LLC/Ben Fernandez, Esq. and Melissa Tapanes Llahues, Esq. NE 116 to 117 Street and lying west of NE 16th Avenue (3.58 Gross Acres; 2.66 Net Acres) <u>Tract A (1.75 Net Acres)</u> FROM: BUSINESS AND OFFICE TO: BUSINESS AND OFFICE <u>Tract B (0.91 Net Acres)</u> FROM: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) Small-Scale Amendment</p>	<p>•ADOPT WITH CHANGE to delete Tract A (1.75 net acres) from this Application.</p>
2	<p>SFBC International, Inc. / Jeffrey Bercow, Esq. and Graham Penn, Esq. NE 14 Avenue to Biscayne Boulevard and north of NE 111 Street From: Low-Medium Density Residential (5 to 13 DU/Ac) To: Office/Residential Small-Scale Amendment</p>	<p>• ADOPT</p>
3	<p>110 Biscayne Realty, LLC c/o Rudd and Rudd, LLC/ Maria A. Gralia, Esq. West side of Biscayne Boulevard between NE 109 and 110 Streets PARCEL 1 (2.26 GROSS ACRES; 1.72 NET ACRES) From: Low-Medium Density Residential (5 to 13 DU/Ac) To: Medium Density Residential (13 to 25 DU/Ac) <u>Parcel 2 (1.64 gross acres; 1.40 net acres)</u> From: Business and Office and Low-Medium Density Residential (5 to 13 DU/Ac) To: Business and Office Small-Scale Amendment</p>	<p>• ADOPT</p>

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
4	Biscayne Shores Star, LLC, a Florida limited liability corporation/ Simon Ferro, Esq. East side of Biscayne Boulevard/East Dixie Highway between NE 108 and 109 Streets From: Business and Office and Low-Medium Density Residential (5 to 13 DU/Ac) To: Medium- High Density Residential (25 to 60 DU/Ac) Density Residential (13 to 25 DU/Ac) Small-Scale Amendment	ADOPT WITH CHANGE to exclude the portion of the Application site that is designated Business and Office from the Application and to change the portion of the site designated Low-Medium Density Residential to Medium Density Residential instead of Medium-High Density Residential.
5	Poinciana Partners, LLLP/ Augusto E. Maxwell, Esq. and Joel E. Maxwell, Esq. North side of NW 78 Street between NW 22 and NW 24 Avenues From: Industrial and Office To: Business and Office Small-Scale Amendment	• ADOPT
6	3380 NW 79 th Street, LLC/ Jeffrey Bercow, Esq. and Michael J. Marrero, Esq. Southside of NW 79 Street at theoretical NW 34 Avenue From: Business and Office and Industrial and Office To: Business and Office Small-Scale Amendment	• DENY
7	Wal-Mart Stores East, L.P./ Joel E. Maxwell, Esq. and Augusto E. Maxwell, Esq. Southwest corner of theoretical NW 78 Street and NW 32 Avenue From: Industrial and Office To: Business and Office Standard Amendment	• DENY
8	Tamiami Automotive Group, Inc. and Century Homebuilders of South Florida, LLC/Gilberto Pastoriza, Esq. Approximately 514 feet south of SW 8 th Street and approximately 283 feet west of SW 82 nd Avenue From: Low-Medium Density Residential (5 to 13 DU/Ac.) To: Medium Density Residential (13 to 25 DU/Ac.) Standard Amendment	• DENY
9	Linda Rozynes/ Benjamin G. Blanco Northside of SW 40 Street and east of SW 85 Avenue From: Business and Office and Low Density Residential (2.5 to 6 DU/Ac.)	• DENY

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
10	<p>To: Business and Office Small-Scale Amendment</p> <p>Keys Investment, LTD/ Andy Zitman Northside of SW 72 Street and west of Trionfo Street From: Low Density Residential (2.5 to 6 DU/Ac.) To: Business and Office Small-Scale Amendment</p>	<ul style="list-style-type: none"> • DENY
11	<p>Sunset Place, LLC/ Jeffrey Bercow, Esq. and Melissa Tapanes Llahues, Esq. Northeast corner of SW 70 Street and SW 97 Avenue From: Estate Density Residential (1 to 2.5 DU/Ac.) To: Low Density Residential (2.5 to 6 DU/Ac.) Small-Scale Amendment</p>	<ul style="list-style-type: none"> • ADOPT
12	<p>West Perrine Community Development Corporation, a Florida not-for-profit corporation / Gilberto Pastoriza, Esq. Northeast corner of SW 186 Street and Homestead Avenue From: Industrial and Office To: Business and Office Small-Scale Amendment</p>	<ul style="list-style-type: none"> • ADOPT
13	<p>Archimedean Properties, LLC/Juan J. Mayol, Esq. and Richard A. Perez, Esq. Standard Amendment</p>	<ul style="list-style-type: none"> • ADOPT WITH CHANGE • TRANSMIT
14	<p>Diane O'Quinn Williams, Director Miami-Dade County Department of Planning and Zoning Text Amendment</p>	<ul style="list-style-type: none"> • ADOPT • TRANSMIT

STUDY AREA A

Study Area A

Recommendations and Principal Reasons

Study Area A consists of an area of approximately 40.85 square miles located in the northeastern corner of Miami-Dade County. This study area is bounded generally by Interstate I-395 to the south, by Interstate I-95 and NW 2 Avenue/NW 183 Street to the west, by the County line (NE 215 Street) to the north, and by the Intracoastal Waterway to the east. This study area encompasses the cities of Aventura, Biscayne Park, El Portal, Miami Shores, North Miami, and North Miami Beach, a very small corner of Miami Gardens and the northeastern corner of Miami. Four small-scale applications to amend the Land Use Plan map were filed in this study area.

Four small-scale applications were filed in this study area to amend the adopted 2005 and 2015 Land Use Plan map.

Application Number	Applicant / Representative Location Requested Change(s)	Recommendations for: • DISPOSITION • TRANSMITTAL
1	Biscayne Greenacres, LLC and Biscayne Goldacres, LLC/Ben Fernandez, Esq. and Melissa Tapanes Llahues, Esq. NE 116 to 117 Street and lying west of NE 16 th Avenue (3.58 Gross Acres; 2.66 Net Acres) <u>Tract A (1.75 Net Acres)</u> FROM: BUSINESS AND OFFICE TO: BUSINESS AND OFFICE <u>Tract B (0.91 Net Acres)</u> FROM: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) Small-Scale Amendment	ADOPT WITH CHANGE to delete Tract A (1.75 net acres) from this Application.
2	SFBC International, Inc. / Jeffrey Bercow, Esq. and Graham Penn, Esq. NE 14 Avenue to Biscayne Boulevard and north of NE 111 Street (4.89 Gross Acres) FROM: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: OFFICE/RESIDENTIAL Small-Scale Amendment	ADOPT

Application Number	Applicant / Representative Location Requested Change(s)	Recommendations for: • DISPOSITION • TRANSMITTAL
3	<p>110 Biscayne Realty, LLC c/o Rudd and Rudd, LLC/ Maria A. Gralia, Esq. West side of Biscayne Boulevard between NE 109 and 110 Streets (3.9 Gross Acres; 3.12 Net Acres) PARCEL 1 (2.26 GROSS ACRES; 1.72 NET ACRES) FROM: LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: MEDIUM DENSITY RESIDENTIAL (13 TO 25 DU/AC) <u>Parcel 2 (1.64 gross acres; 1.40 net acres)</u> FROM: BUSINESS AND OFFICE AND LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: BUSINESS AND OFFICE Small-Scale Amendment</p>	ADOPT
4	<p>Biscayne Shores Star, LLC, a Florida limited liability corporation/ Simon Ferro, Esq. East side of Biscayne Boulevard/East Dixie Highway between NE 108 and 109 Streets (2.09 Gross Acres; 1.32 Net Acres) FROM: BUSINESS AND OFFICE AND LOW-MEDIUM DENSITY RESIDENTIAL (5 TO 13 DU/AC) TO: MEDIUM- HIGH DENSITY RESIDENTIAL (25 TO 60 DU/AC) Small-Scale Amendment</p>	ADOPT WITH CHANGE to exclude the portion of the Application site that is designated Business and Office from the Application and to change the portion of the site designated Low-Medium Density Residential to Medium Density Residential instead of Medium-High Density Residential.

Application No. 1

Location: NE 116 to 117 Street and lying west of NE 16th Avenue (3.58 Gross Acres; 2.66 Net Acres)

Requested Small-Scale Amendment to the Land Use Plan Map:

Tract A (1.75 Net Acres)

From: Business And Office

To: Business And Office

Tract B (0.91 Net Acres)

From: Low-Medium Density Residential (5 To 13 Du/Ac)

To: Medium Density Residential (13 To 25 Du/Ac)

Recommendation: ADOPT WITH CHANGE to delete Tract A (1.75 net acres) from this Application.

Principal Reasons for Recommendation:

1. The Applicant is requesting that Tract A be changed from Business and Office to Business and Office. There is no need to make this affirmation, as the western portion of their parcel was designated Business and Office by amendment (Application No. 3 – 1.43 acres) in the April 2001 cycle. The western portion was already designated as “Business and Office”. Therefore, it is recommended that Tract A redesignation be deleted from the Application.
2. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2021. The County has been placing greater emphasis on accommodating infill growth within the existing Urban Development Boundary (UDB) to reduce the need for expansion. A higher-density designation for this site will help accommodate the County’s projected population growth, as well as providing housing within walking distance for employees of onsite commercial and nearby office development.
3. The application site of 0.91 acres is located in an established residential neighborhood with commercial development along the frontage of Biscayne Boulevard. It is presently occupied by an abandoned bungalow court (Parkside Inn). The site demonstrates blighted conditions, and illegal dumping was observed on the undeveloped portion. Redesignation and redevelopment of the site would remove these existing blighted conditions, improve its attractiveness, contribute to revitalization of the surrounding area, and be a positive contribution to realization of the area’s potential for urban infill development.
4. In general, the application site is adequately serviced by public facilities. Water and sewer capacity is available; however, the middle and high schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent.

The applicant needs to collaborate with the School Board on options to address the impact of any residential development on public schools in the vicinity of the application. This site is well served by transit. Moreover, the applicant has proffered a covenant offering cooperation with Miami-Dade Transit to accommodate future transit facilities within the property, including bus shelters, pull-out bays, and other facilities. These additional transit facilities will encourage use of the MDT system, and add to comfort and convenience for the users.

5. The applicant has proffered a covenant providing that, at the time of rezoning, the Owner shall provide a site plan depicting a development program that is in accordance with specific design guidelines. The guidelines provide for: a mix of residential and commercial uses; pedestrian access to Biscayne Shores and Gardens Park, located south of the property; the design of proposed buildings with compatible and complementary architectural styles and designs; uniform street furniture and lighting standards; the incorporation of elements of the County's Urban Design Guidelines; buildings and landscapes built to the sidewalks edge in a manner that frames the adjacent street to create a public space that is comfortable and pedestrian-friendly; architectural elements of buildings at street level that provide a human scale, abundant windows and doors, and design variations at short intervals. The covenant also states that the applicant will offer a contribution to the Miami-Dade County Park and Recreation Department for improvements to Biscayne Shores and Gardens Park, south of the site, in lieu of all or a portion of the Park Impact Fee that would be collected for the development. These provisions will encourage development of the site in a manner that will minimize adverse impact on nearby residential development.
6. The Department's support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. The applicant has submitted a covenant that states that 10 percent of the housing on the site shall be designated for workforce housing, and meet the criteria for workforce housing in Miami-Dade County. Adherence to the minimum terms of such a covenant will help support the County's policy to provide additional workforce housing as a condition of new development.

Application No. 2

Location: NE 14 Avenue to Biscayne Boulevard and north of NE 111 Street (4.89 Gross Acres)

Requested Small-Scale Amendment to the Land Use Plan Map:

From: Low-Medium Density Residential (5 To 13 Du/Ac)

To: Office/Residential

Recommendation: ADOPT

Principal Reasons for Recommendation:

1. The application site is located in an established neighborhood with mixed single and multifamily residential uses to the south. The north side of the site is partially occupied by an old trailer park. Commercial development, some of it vacant and blighted, is along the frontage of Biscayne Boulevard, and a power substation and a vacant wooded area are to the west. The site is developed with two five-story buildings that house the corporate headquarters of SFBC International, a firm that provides clinical research to pharmaceutical, biotechnology, and generic drug companies, as well as medical observation dormitories and ancillary offices. The application indicates that this use will continue on the site, and proposes the development of additional parking facilities, medical observation dormitories, accessory supportive space, and ancillary offices. Expansion of this existing use will provide additional employment opportunities and associated economic activity and will be a positive contribution to realization of the area's potential for urban infill development.
2. The requested redesignation is appropriate for the existing use of the site, with its primary orientation to Biscayne Boulevard. In the continued development of the surrounding area, transitions will need to be made between existing and new development, particularly the residential areas that are already in transition and present a mixture of conditions ranging from sound to blighted. For areas adjacent to single-family homes and duplexes such measures as buffering, building setbacks and height restrictions can be utilized. Attention to these measures as part of the redevelopment permitting process will minimize adverse impact on those transition areas yet to be redeveloped in the urban infill area.
3. In general, the application site is adequately serviced by public facilities. Water and sewer capacity is available. The applicant has proffered a covenant prohibiting all residential uses on the site, covering and running with the property. Approval of this application will therefore not increase public school enrollments, or negatively impact the recreation and open space level of service standard. The application site has no significant environmental or historic resources. This site is well served by transit. Moreover, the applicant has proffered a covenant offering cooperation with Miami-Dade Transit to accommodate future transit facilities within the property, including bus shelters, pull-out bays, and other facilities. These additional transit facilities will encourage use of the MDT system, and add to comfort and convenience for the users.

4. The Office/Residential designation will maintain the supply of commercial land, which has a depletion year of 2025, support economic development in this area, and provide commercial and office activities within walking distance to nearby residential developments, and potential employment to area residents.

5. The northern portion of the application site is located in the recently formed Community Redevelopment Area (CRA), Biscayne Corridor. This CRA is in the initial stages of planning, and is bounded on the north by NE 116 Street, on the east by Biscayne Boulevard, on the south by NE 112 Street, and on the west by NE 14 Avenue. CRA's are utilized to redevelop slum or blighted areas with tax increment financing. With this type of financing, any increase in tax revenue caused by new development and higher land value is paid into a fund that is used to finance public improvements in the CRA. The proposed activity could therefore provide tax revenue to finance redevelopment activities, which would further support infill development and revitalization of the area.

Application No. 3

Location: West side of Biscayne Boulevard between NE 109 and 110 Streets (3.9 Gross Acres; 3.12 Net Acres)

Requested Small-Scale Amendment to the Land Use Plan Map:

PARCEL 1 (2.26 GROSS ACRES; 1.72 NET ACRES)

From: Low-Medium Density Residential (5 To 13 Du/Ac)

To: Medium Density Residential (13 To 25 Du/Ac)

Parcel 2 (1.64 Gross Acres; 1.40 Net Acres)

From: Business And Office And Low-Medium Density Residential (5 To 13 Du/Ac)

To: Business And Office

Recommendation: ADOPT

Principal Reasons for Recommendation:

1. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2021. The County has been placing greater emphasis on accommodating infill growth within the existing Urban Development Boundary (UDB) to reduce the need for expansion. The supply of commercial land in the study area will be depleted by 2025. A higher-density designation for this site will help accommodate the County's projected population growth, as well as providing housing within walking distance for employees of onsite and nearby commercial and office development.
2. The application site is located in an established residential neighborhood with commercial development along the frontage of Biscayne Boulevard. The southern portion of the site is vacant, while the northern portion fronting NE 110 Street is developed with single-family homes and a small apartment building at the southeast corner of NE 110 Street and NE 13 Avenue. The areas to the north and west of the site are developed with a mix of single-family homes and small apartment buildings, while a newer three-story apartment building is located to the south. Commercial retail, including a bar and a furniture store, front Biscayne Boulevard to the east of the site. Many of the structures surrounding the site show signs of blight and deterioration. Redesignation and redevelopment of the site would create additional impetus to revitalization of the surrounding area, and be a positive contribution to realization of the area's potential for urban infill development.
3. The requested redesignation is appropriate for the existing use of the site, with its primary orientation to Biscayne Boulevard. In the continued development of the surrounding area, transitions will need to be made between existing and new development, particularly the residential areas that are already in transition and present a mixture of conditions ranging from sound to blighted. For areas such as this application site, adjacent to single-family

homes and duplexes, such measures as buffering, building setbacks and height restrictions can be utilized. Attention to these measures as part of the redevelopment permitting process will minimize adverse impact on those transition areas yet to be redeveloped in the urban infill area.

4. In general, the application site is adequately serviced by public facilities. Water and sewer capacity is available, but the pump station serving the application site, owned by the North Miami Water and Sewer Utility, is under an “incomplete status”, which means that no sewer certification can be issued at this time. This condition will need to be remedied before development can take place. The middle and high schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent; however, additional impact on public school capacity is minor. The subject site has no significant environmental or historic resources. This site is well served by transit routes 3, 9, and 10.
5. The Department’s support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. If an ordinance is adopted by the Board of County Commissioners, a greater percentage could apply. With the recent rapid increase in housing costs, there is a need to provide housing to the County’s work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income (\$46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of \$30,128 to \$64,890. The corresponding housing purchase prices are \$82,852 to \$178,448. For rental units, these incomes would allow for a monthly rent of \$753 to \$1,162.

Application No. 4

Location: East side of Biscayne Boulevard/East Dixie Highway between NE 108 and 109 Streets (2.09 Gross Acres; 1.32 Net Acres)

Requested Small-Scale Amendment to the Land Use Plan Map:

From: Business and Office and Low-Medium Density Residential (5 To 13 Du/Ac)

To: Medium- High Density Residential (25 To 60 Du/Ac)

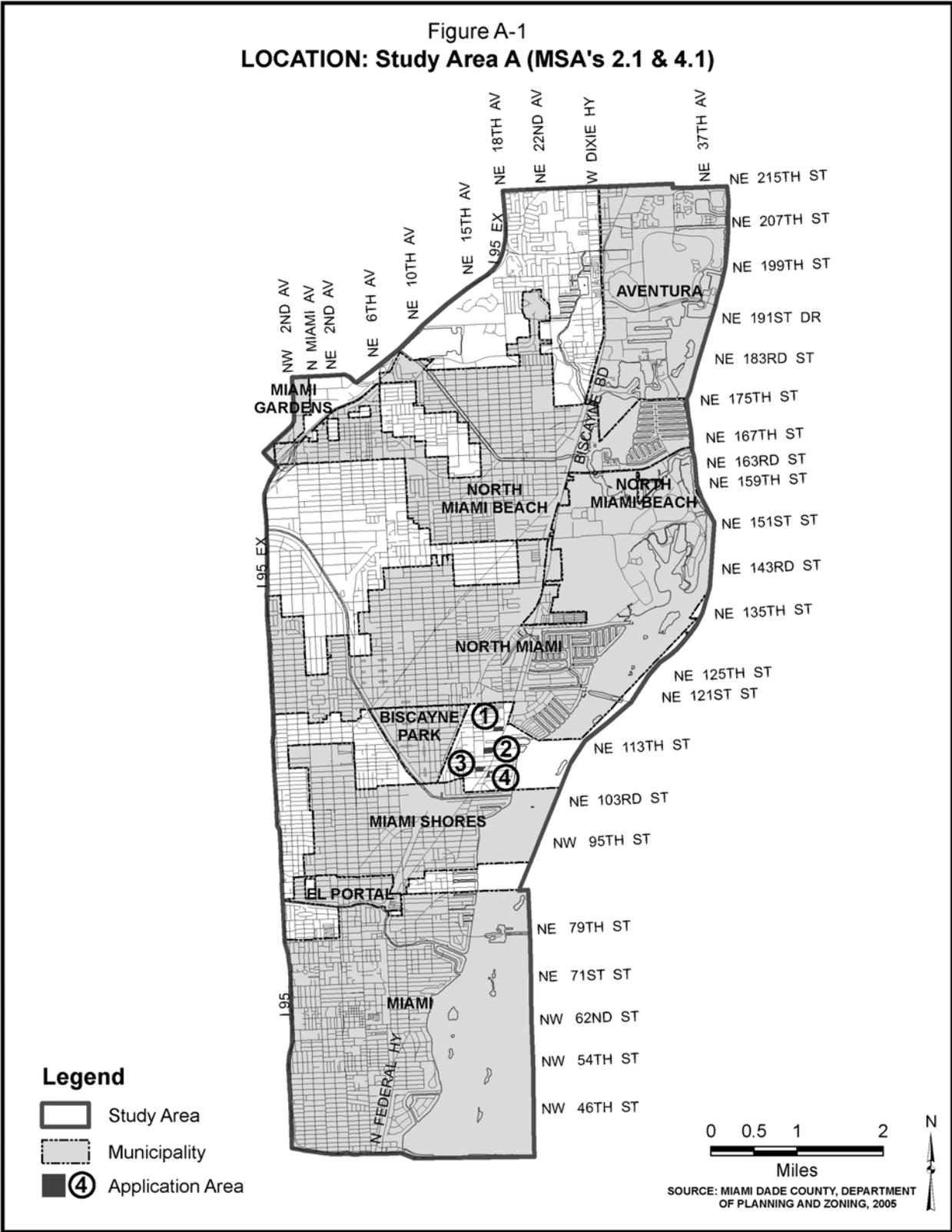
Recommendation: ADOPT WITH CHANGE to exclude the portion of the Application site that is designated Business and Office from the Application, and to change the portion of the site designated Low-Medium Density Residential to Medium Density Residential instead of Medium-High Density Residential.

Principal Reasons for Recommendation:

1. The application site is located immediately southeast of the point where East Dixie Highway merges with Biscayne Boulevard, and adjoins an established residential neighborhood to the east. Commercial development is located along the frontage of Biscayne Boulevard to the west and south. The southern portion of the application site is developed with a small two-story apartment building, while an abandoned bungalow court is on the northern portion of the site. Evidence of commercial and residential deterioration and blight is common in the area. Maintaining the Business and Office designation on the portion of the site that abuts East Dixie Highway, and redesignating the eastern portion of the site to Medium Density, would allow Medium-High Density residential development on the portion designated Business and Office, and Medium Density residential development on the portion currently designated Low-Medium Density Residential. This configuration will provide an appropriate transition between the proposed development and the residential areas to the east. Moreover, it will reduce the ultimate residential density that may be allowed on the Business and Office strip located west of the Application Area.
2. The countywide residential land capacity inside the UDB is projected to be depleted in the year 2018, while within Study Area A it is expected to be depleted in 2021. The County has been placing greater emphasis on accommodating infill growth within the existing Urban Development Boundary (UDB) to reduce the need for expansion. The supply of commercial land in the study area will be depleted by 2025. A higher-density designation for this site will help accommodate the County's projected population growth, as well as providing housing within walking distance for employees of onsite and nearby commercial and office development. Redesignation and redevelopment of the site would create additional impetus to revitalization of the surrounding area, and be a positive contribution to realization of the area's potential for urban infill development.

3. The requested redesignation is appropriate for the existing use of the site, with its primary orientation to Biscayne Boulevard and East Dixie Highway. In the continued development of the surrounding area, transitions will need to be made between existing and new development, particularly the residential areas that are already in transition and present a mixture of conditions ranging from sound to blighted. For areas such as this application site, adjacent to single-family homes and duplexes, such measures as buffering, building setbacks and height restrictions can be utilized. Attention to these measures as part of the redevelopment permitting process will minimize adverse impact on those transition areas yet to be redeveloped in the urban infill area.
4. In general, the application site is adequately serviced by public facilities. Water and sewer capacity is available, but the pump station serving the application site, owned by the North Miami Water and Sewer Utility, is under an “incomplete status”, which means that no sewer certification can be issued at this time. This condition will need to be remedied before development can take place. The middle and high schools serving this site will exceed the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. The applicant needs to collaborate with the School Board on options to address the impact of any residential development on public schools in the vicinity of the application. This site is well served by transit routes 3, 9, and 10. There is a potential, but presently undesignated historic resource onsite in the abandoned bungalow court, and the Office of Historic Preservation is investigating the possibility of relocating and restoring some of these old “tourist cabins” to an appropriate location offsite.
5. The Department’s support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. The applicant has submitted a covenant meeting that requirement. Adherence to the minimum terms of such a covenant will help support the County’s policy to provide additional workforce housing as a condition of new development.

Figure A-1
LOCATION: Study Area A (MSA's 2.1 & 4.1)



Study Area A Description

Study Area A consists of an area of approximately 40.85 square miles located in the northeastern corner of Miami-Dade County. This study area is bounded generally by Interstate I-395 to the south, by Interstate I-95 and NW 2 Avenue/NW 183 Street to the west, by the County line (NE 215 Street) to the north, and by the Intracoastal Waterway to the east. This study area encompasses the cities of Aventura, Biscayne Park, El Portal, Miami Shores, North Miami, and North Miami Beach, a very small corner of Miami Gardens and the northeastern corner of Miami. Four small-scale applications to amend the Land Use Plan map were filed in this study area. (See Figure A-1)

Application No. 1 is a small scale amendment requesting redesignation of two parcels totaling 3.58 gross (2.66 net) acres. Parcel 1 (1.75 net acres) is proposed to go from “Business and Office” to “Business and Office”, and Parcel 2 (0.91 net acres) is proposed to go from “Low-Medium Density Residential” (5 to 13 DU/AC) to “Medium Density Residential” (13 to 25 DU/AC).

Application No. 2 is a small scale amendment requesting redesignation of 4.89 acres from “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre [DU/AC]) to “Office/Residential”.

Application No. 3 is a small scale amendment requesting redesignation of two parcels totaling 3.9 acres. Parcel 1 (2.26 acres) is proposed to go from “Low-Medium Density Residential” (5 to 13 DU/AC) to “Medium Density Residential” (13 to 25 DU/AC), and Parcel 2 (1.64 acres) is proposed to go from “Business and Office” and “Low-Medium Density Residential” (5 to 13 DU/AC) to “Business and Office”.

Application No. 4 is a small scale amendment requesting redesignation of 2.09 acres from “Business and Office” and “Low-Medium Density Residential” (5 to 13 DU/AC) to “Medium-High Residential” (25 to 60 DU/AC).

Environmental Conditions and Considerations

Natural land elevations in Study Area A generally about 5 feet above mean sea level (msl). As the Study Area is largely developed, the original soils have been altered or covered with fill materials consisting of stony/loamy material referred to as Urban Land soil; this is the case with all four applications.

Flood Protection

The application sites are located in Drainage Basin C-8 (Biscayne Canal Basin). Application Nos. 1 and 4 lie within Federal Flood Zone AE, which indicates that the sites are at or above the 100 year flood plain, and Application Nos. 2 and 3 lie within Zone X, at or above the 500 year flood plain. The majority of Study Area A is not located in a Hurricane Evacuation Zone,

however all lands east of Biscayne Boulevard (Highway US-1) do lie within Evacuation Zone B, which includes Application 4. This designation requires an evacuation if a Category X or higher storm is forecast for landfall within X hours.

Table A-1
Environmental Conditions
Study Area A

	Application Number			
	1	2	3	4
<u>Flood Protection</u>				
County Flood Criteria (NGVD)	5.0 feet	5.0 feet	5.0 feet	5.0 feet
Stormwater Management	5-year storm	5-year storm	5-year storm	5-year storm
Drainage Basin	C-8 Canal	C-8 Canal	C-8 Canal	C-8 Canal
Federal Flood Zone	Zone AE	Zone X	Zone X	Zone AE
Hurricane Evacuation Zone	NONE	NONE	NONE	B
<u>Biological Conditions</u>				
Wetlands Permits Required	NO	NO	NO	NO
Native Wetland Communities	NO	NO	NO	NO
Natural Forest Communities	NO	NO	NO	NO
Endangered Species Habitat	NO	NO	NO	NO
<u>Other Considerations</u>				
Within Wellfield Protection Area	NO	NO	NO	NO
Archaeological/Historical Resources	NO	NO	NO	POSSIBLY
Within area of known Contamination	NO	NO	NO	NO
Source: Miami-Dade County Departments of Environmental Resources Management, Historic Preservation Division; Department of Planning and Zoning, 2005-2006				

Development of properties located within flood zones is based on the requirements of Chapter 11C of the Miami-Dade County Code. A Surface Water Management Permit may be required if any of these applications result in a total impervious area of 2 or more acres. For flood protection, the applicant will be required to retain the 5-year storm on site and develop the property based on in accordance with applicable regulations.

The Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District may require permits for the proposed projects. It is the applicant's responsibility to contact these agencies

Wetlands

None of the four application sites are located in any wetland drainage basins.

Forest Resources

All four of the applications in Study Area A contain specimen-sized (≥ 18 inch diameter) tree resources which require DERM permits prior to removal. Applicants are advised to contact

DERM staff for permitting procedures and requirements prior to development of site landscaping plans. All new development must also comply with the Miami-Dade County Landscape Ordinance (95-222) and Landscape Manual (R-90-96) regulating landscaping. Any tree mitigation necessary will be addressed in the Class IV Wetland Permit.

Historical and Archeological Resources

The Office of Historic Preservation (OHP) has determined that Application Nos. 2 and 3 do not contain any areas of archaeological or historical importance. OHP noted that the vicinity of the Application No. 1 site was homesteaded in the 1880s by German immigrant Charles Ihle. Ihle lived on 80 acres, with the following noted lots assumed to encompass portions of his acreage: "El Palmago Estate", located on Ihle's homestead in 1920s (rich in botanical specimens and diversity); and "Little Arch Creek" (south branch of Arch Creek), which cut through the area until consigned to a culvert in the 1960s. Due to additional historic attributes in the area such as: tourist cottages; Historic Burr House; Arch Creek Park; Military Trail; and FEC railroad, the historic significance of the area has been designated "Significant". It is the opinion of OHP that the structures on-site are of low to moderate significance and unlikely to be eligible for designation. Therefore, the Office of Historic Preservation recommends that any future plans for the subject parcels include the Florida Vernacular Design references (example located within the immediate vicinity: Baywinds, 1900 NE 16 Avenue). Application No. 4 includes properties of potential historic concerns. Further review of the subject property by OHP is required, and was not completed as of the printing of this report. More information will follow when available.

Land Use Patterns Within Study Area A

Study area A is located in northeastern Miami-Dade County. The overall character of the study area is residential, although it is also the location of some of the County’s principal commercial areas. Residential uses include a range of housing types from single-family detached units to multi-family dwelling units at medium-high density. Commercial activities are oriented along major thoroughfares such as Biscayne Boulevard, NE 163 Street, and W. Dixie Highway. Major industrial areas are located along I-95. The area also includes the north campus of Florida International University, Johnson and Wales University, Aventura Mall, Oleta River State Park and the Spanish Monastery. A summary of the existing land uses for the four application sites in this Study Area is presented in Table A-2.

Table A-2					
Existing Land Uses Within and Adjacent to Application Sites					
Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
1	Vacant (BU-2), Abandoned bungalow court	SF housing; duplexes; retail	Automotive retail and repair across	Automotive retail; Biscayne Shores and Garden Park	SF Housing
2	SFBC complex, 2 5-story office bldgs.	Trailer park; Jamaican Inn rest. (closed)	Parking lot for SFBC bldg.; Jockey Club condominium	Sun n’ Surf Motel; SF housing; Multi- family housing	Electrical substation; Vacant (wooded) lot (RU-3M); SF Housing
3	Vacant (RU-3M)	SF Housing; Medium density residential	Retail fronting Biscayne Blvd.	Multi-family residential	Medium density residential
4	Apartment building (one story); bungalow court	Retail fronting Biscayne Boulevard	SF Housing	Quayside Condominium	Retail fronting Biscayne Boulevard

Note: Zoning on vacant and agriculture parcels is noted in parentheses ().

Future Land Use Patterns. The future land use pattern adopted in the CDMP Land Use Plan (LUP) map for Study Area A shows that the primary designation for land west of Biscayne Boulevard (US-1) and north of NW 74 Street is “Low Density Residential” (2.5 to 6 dwelling units per gross acre). Areas with higher density residential designations are generally located east of Biscayne Boulevard, adjacent to amenity features such as golf courses or lakes, or in strips along major roadways. This future land use pattern allows and encourages infill in existing residential areas, a continuation of commercial infilling along major arterial frontages where commercial development is already established as the trend, and protection of sound residential neighborhoods from intrusion by incompatible uses.

Application No. 1

The two tracts comprising Application No. 1 total 3.58 gross acres (2.66 net acres) and are situated between NE 116 and NE 117 Streets, west of NE 16 Avenue. The application requests that Tract A be designated “Business and Office,” confirming its current CDMP designation of “Business and Office.” The applicant is requesting that Tract B be redesignated from Low-Medium Density Residential (5 to 13 dwelling units per gross acre) to Medium Density Residential (13 to 25 dwelling units per gross acre).

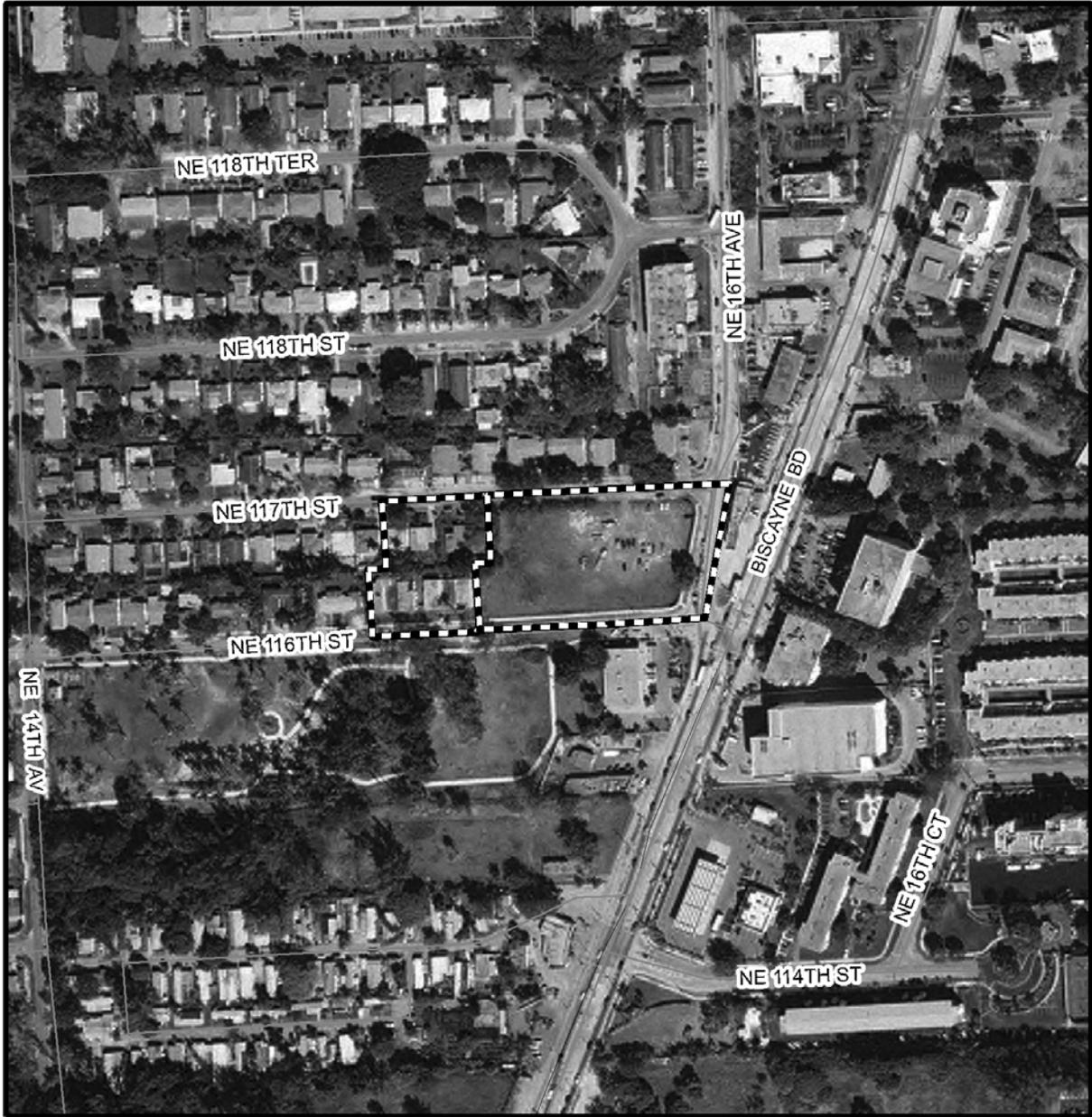
Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are shown on Figures A-2, A-3 and A-4. Tract A, which comprises 1.75 net acres in the eastern portion of the site, is currently vacant, while Tract B, which comprises .91 net acres in the western portion of the site, is developed with an abandoned bungalow court (Parkside Inn). A mix of single-family homes, duplexes, and retail fronting Biscayne Boulevard are located to the north. NE 16 Avenue and automotive retail located east of NE 16 Avenue are located to the east. Automotive retail and the Biscayne Shores and Garden Park are located to the south, and single-family homes are located to the west.

Tract A is zoned BU-1A (Business-Limited), with the exception of the westernmost portion of the Tract, which is zoned RU-2 (Two Family Residential). Tract B is designated RU-3B (Bungalow Court, 10,000 square feet net) with the exception of the southwest corner, which is designated RU-2. Properties to the north of the site are zoned RU-3B, while the area to the west is zoned RU-3 (Four unit apartment, 7,500 square feet net). The areas to the south are zoned GU (Interim – uses depending on character of neighborhood), Bu-1A and BU-2 (Business Special). The area to the east along Biscayne Boulevard is zoned BU-2 as well.

This parcel was the subject of a January 2006 LUP map interpretation letter which confirmed the depth of the “Business and Office” designation on the site to be 211 feet.

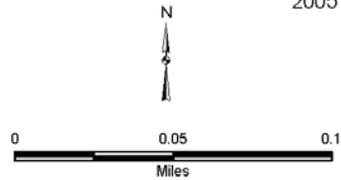
Future Development Patterns: The adopted Land Use Plan map designates Tract A of the application site as “Business and Office”, and Tract B as “Low-Medium Density Residential”, which allows 5 to 13 units per acre. The areas to the south and west are designated “Low-Medium Density Residential” as well, while the area to the north is designated “Low Density Residential” (2.5 to 6 units per acre). The areas to the east, and abutting the northeast and southeast portions of Tract A, are designated “Business and Office”. The portion of the CDMP Land Use Plan map that depicts the area surrounding the application site is included as Figure A-5.

Figure A-2
AERIAL PHOTO: APPLICATION NO. 1



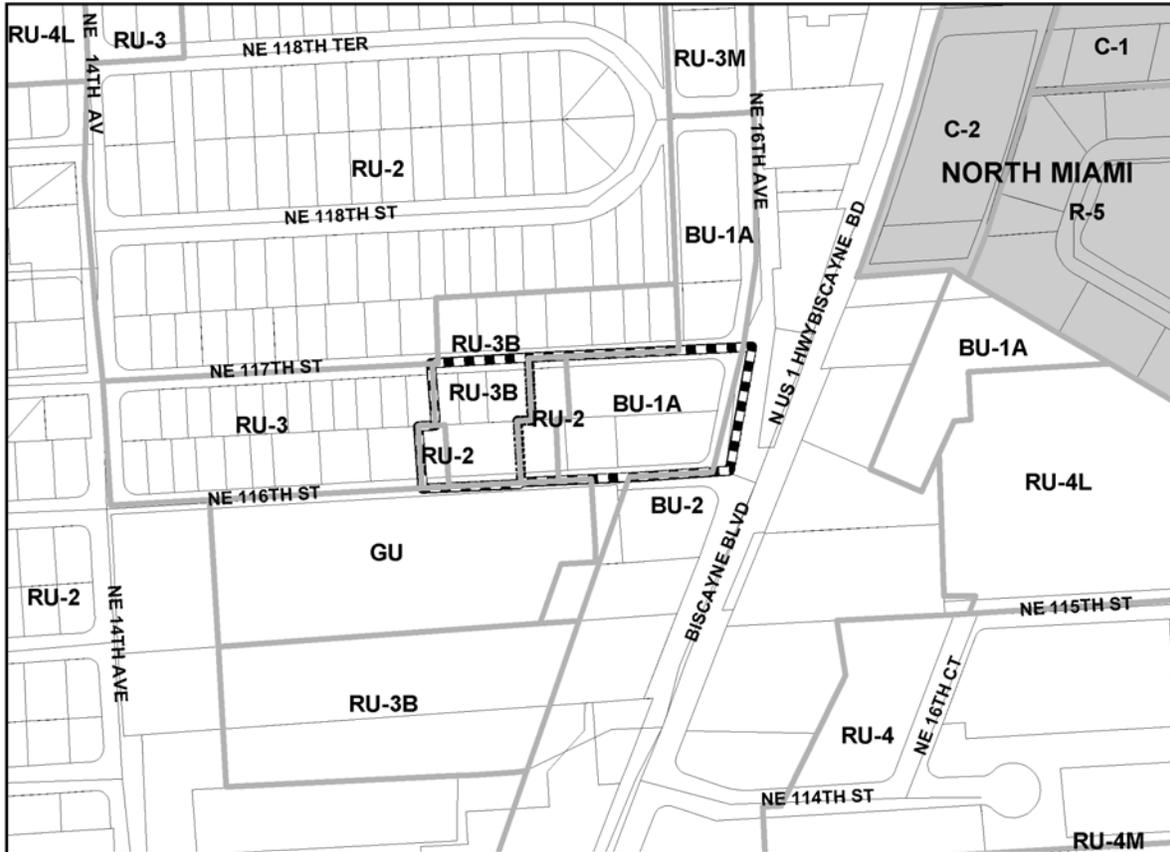
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure A-3
APPLICATION NO. 1
CURRENT ZONING MAP



-  APPLICATION AREA
-  MUNICIPALITY

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT. NET
- RU-3B BUNGALOW COURT 10,000 SQ. FT. NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
- RU-4 APARTMENTS 50 UNITS / NET ACRE
- RU-4L LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL

NORTH MIAMI ZONING CODES

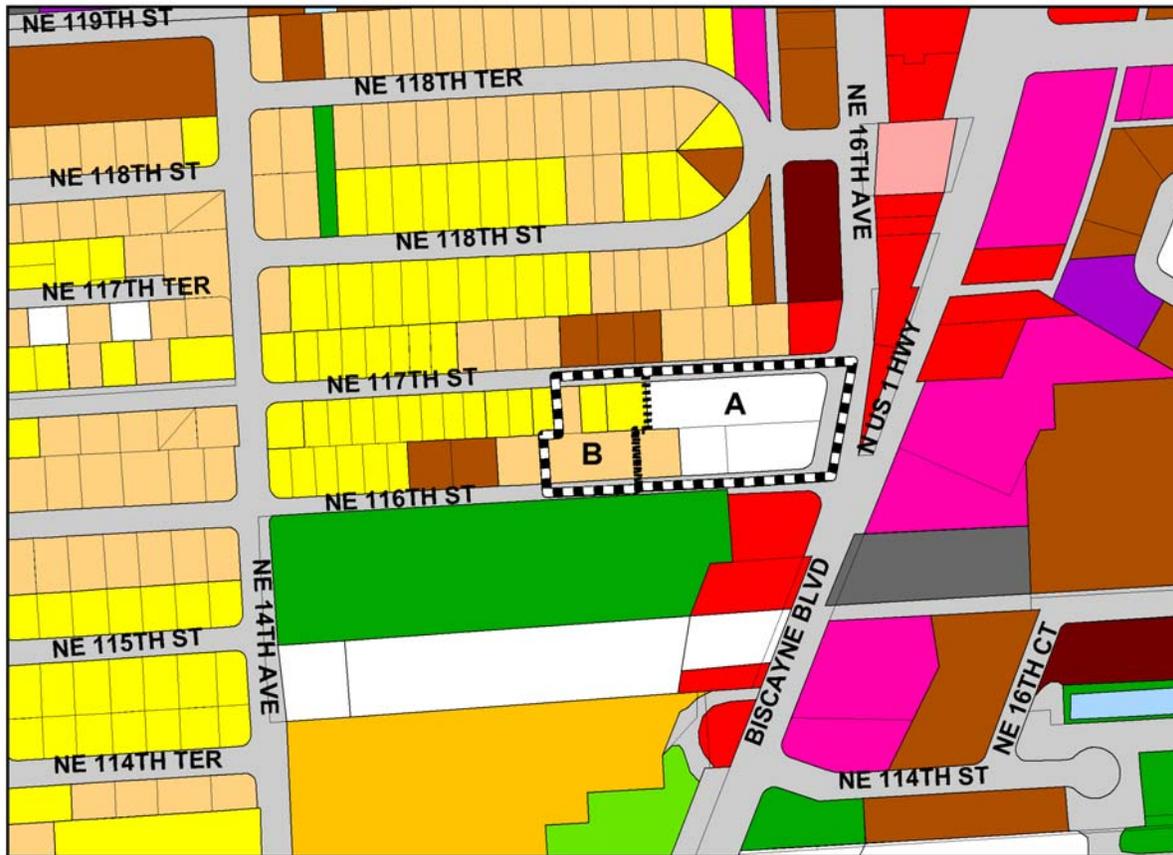
- R-5 MULTI-FAMILY DISTRICT
- C-1 COMMERCIAL (LOCAL NEIGHBORHOOD)
- C-2 COMMERCIAL (HIGHWAY)



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure A-4
APPLICATION NO. 1
EXISTING LAND USE MAP



 APPLICATION AREA

2005 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  MOBILE HOME PARKS
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL
-  COMMUNICATIONS, UTILITIES, TERMINALS

2005 EXISTING LAND USE (cont'd)

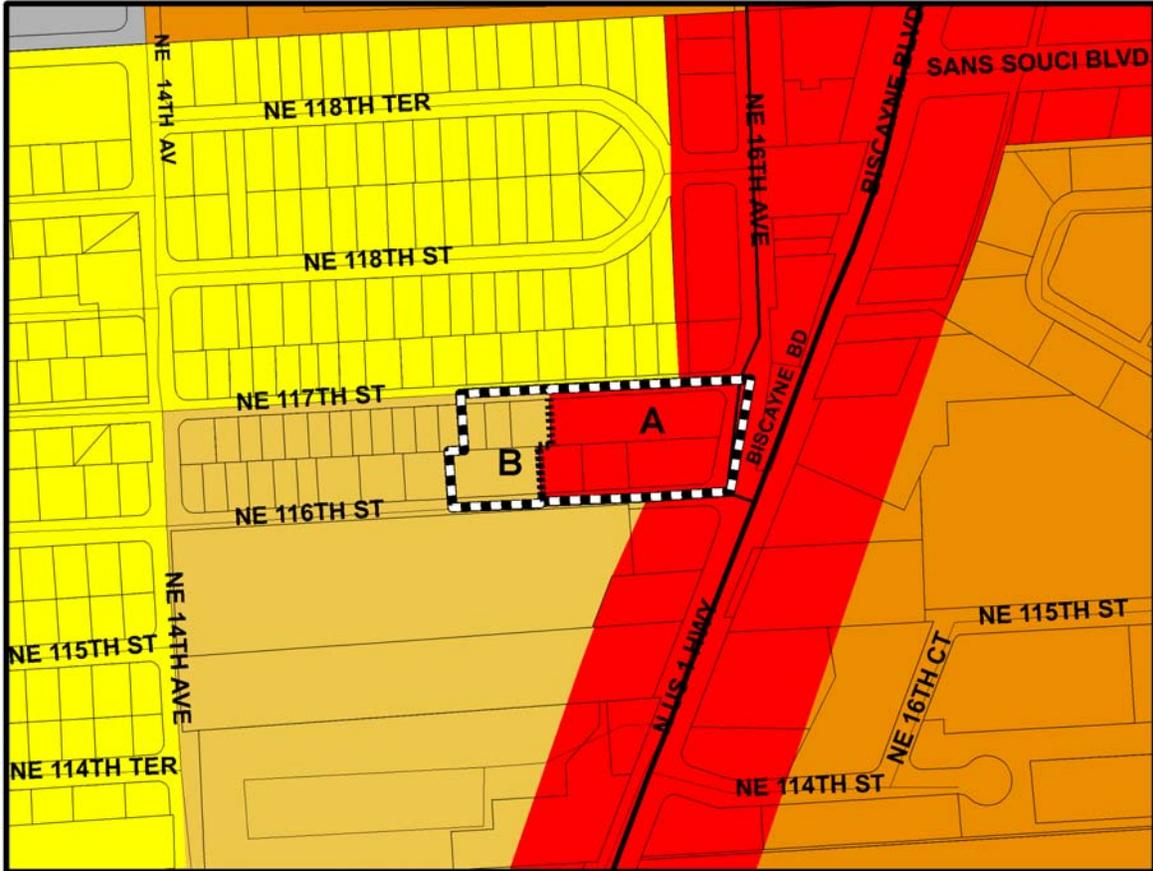
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  AGRICULTURE
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, UNPROTECTED
-  INLAND WATERS
-  OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-5
APPLICATION NO. 1
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE

STREETS

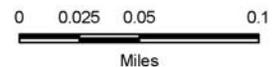


MAJOR ROADWAYS (3 OR MORE LANES)



MINOR ROADWAYS (2 LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 2

This application site is situated between NE 14 Avenue and Biscayne Boulevard, north of NE 111 Street. The application requests that this site be redesignated from “Low-Medium Density Residential” (5 to 13 dwelling units per gross acre) to “Office/Residential”.

Site History: The northern portion of this site was included in an amendment application submitted in the April 2005 amendment cycle (Application No. 3), but was withdrawn from that application prior to action by the Board of County Commissioners. The modified application is still pending final hearings by the Board of County Commissioners, but if approved would increase the density on the parcels immediately north of the site to “Medium Density Residential” (13 to 25 DU/AC).

The northern portion of the Application site is located in the Biscayne Corridor Community Redevelopment Area (CRA) which is bounded on the north by NE 116 Street, on the east by Biscayne Boulevard, on the south by NE 112 Street, and on the west by NE 14 Avenue. CRAs are utilized to redevelop slum or blighted areas with tax increment financing. With this type of financing, any increase in tax revenue caused by new development and higher land value is paid into a fund that is used to finance public improvements in the CRA. This CRA is in the initial stages of planning.

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are shown on Figures A-6, A-7 and A-8. The application site contains two five-story buildings that are occupied by the corporate headquarters of SFBC International, a firm that provides clinical research to pharmaceutical, biotechnology, and generic drug companies, as well as medical observation dormitories and ancillary offices. Directly north of the application site are a closed restaurant fronting Biscayne Boulevard (the Jamaican Inn), and vacant land separating the site from a trailer park. The parking area for the SFPC complex is directly east of the application site; Biscayne Boulevard is east of the parking area, and the Jockey Club Condominium complex is located on the east side of Biscayne Boulevard. The Sun n’ Surf Motel is located on Biscayne Boulevard southeast of the application site, while a neighborhood containing a mix of single-family and multi-family housing is located south of the site and west of the motel. NE 14 Avenue is located west of the application site; an electric substation and vacant wooded lot are on the west side of this street.

The site is currently zoned RU-4A, which allows multi-family apartments at a density up to 50 units per acre or motel/hotel units at up to 75 units per acre. The Biscayne Boulevard frontage east of the site is zoned BU-1A (Business-Limited), while the surrounding areas to the north, south and west are zoned RU-3M (Minimum Apartment House/12.9 units/net acre).

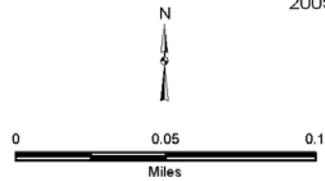
Future Development Patterns: The adopted Land Use Plan map designates the application site and the neighborhoods to the north, south, and west as “Low Medium Density Residential”, which allows 5 to 13 dwelling units per acre. The area to the east of the site fronting Biscayne Boulevard is designated Business and Office. That portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure A-9.

Figure A-6
AERIAL PHOTO: APPLICATION NO. 2



 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Figure A-7
APPLICATION NO. 2
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT. NET
- RU-3B BUNGALOW COURT 10,000 SQ. FT. NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
- RU-4 APARTMENTS 50 UNITS / NET ACRE
- RU-4A APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL 75 UNITS / NET ACRE
- RU-4L LIMITED APARTMENT HOUSE 23 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL

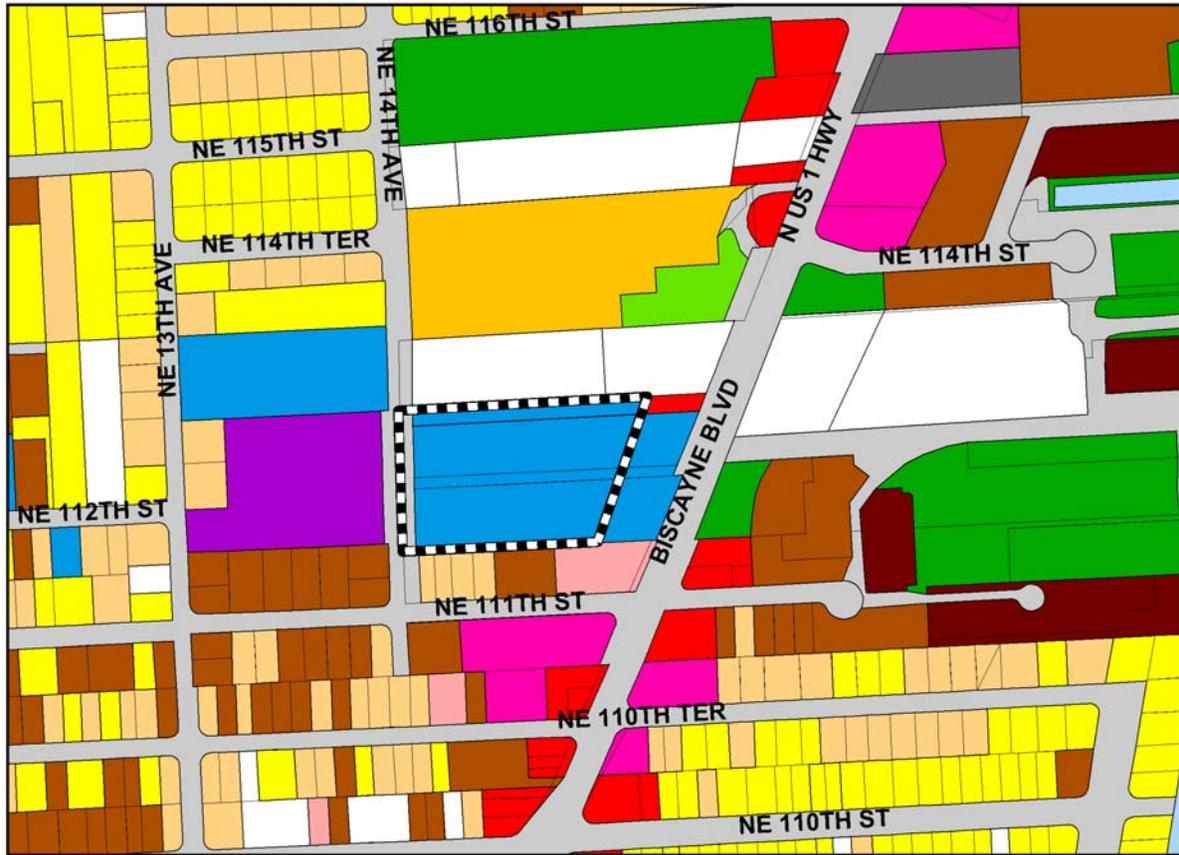
0 0.025 0.05 0.1

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure A-8
APPLICATION NO. 2
EXISTING LAND USE MAP



 APPLICATION AREA

2005 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  MOBILE HOME PARKS
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL
-  COMMUNICATIONS, UTILITIES, TERMINALS

2005 EXISTING LAND USE (cont'd)

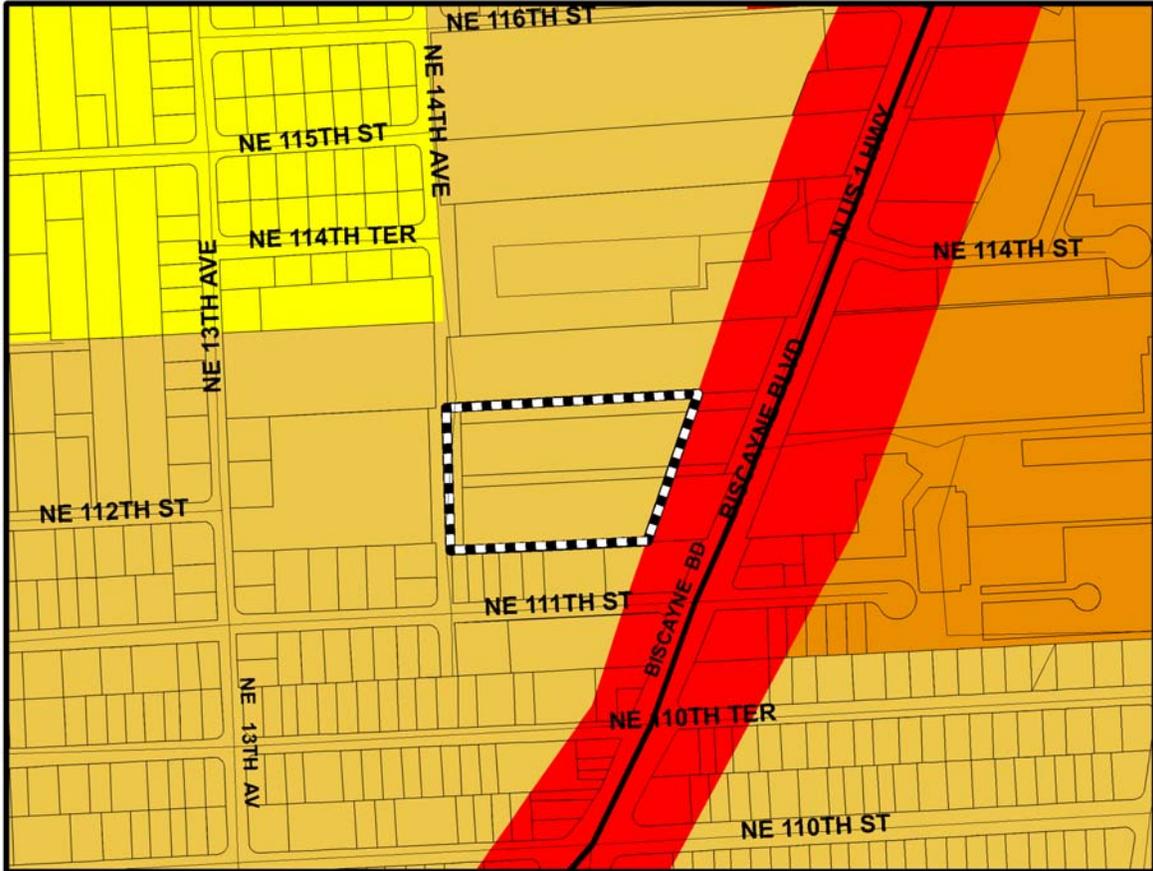
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  AGRICULTURE
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, UNPROTECTED
-  OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-9
APPLICATION NO. 2
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC



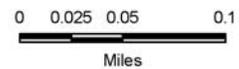
BUSINESS AND OFFICE

STREETS



MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 3

This site consists of two adjoining parcels located on the west side of Biscayne Boulevard between NE 109 and NE 110 Streets. The application requests redesignation of Parcel 1 from “Low-Medium Density Residential” (5 to 13 dwelling units/gross acre) to “Medium Density Residential” (13 to 25 dwelling units /gross acre; and Parcel 2 from “Business and Office” and “Low-Medium Density Residential” to “Business and Office.”

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are shown on Figures A-10, A-11 and A-12. The southern portion of the site is vacant, while the northern portion fronting NE 110 Street is developed with single-family homes and duplexes, and a small apartment building at the southeast corner of NE 110 Street and NE 13 Avenue. The areas to the north and west of the site are also developed with a mix of single-family homes, duplexes and small apartment buildings, while a newer three-story apartment building is located to the south. Commercial retail, including a bar and furniture store, are located to the east of the site and front Biscayne Boulevard.

As shown on Figure A-11, Parcel 1 and the northern portion of Parcel 2 are zoned RU-3M (minimum apartment house 12.9 units/net acre). The southern portion of Parcel 1 is designated BU-1A (Business-Limited). The areas to the north and west of the site are zoned RU-3M, while the area to the south is zoned RU-3M and RU-4M (Modified Apartment House 35.9 units/net acre). The areas to the east and southeast are zoned BU-1A.

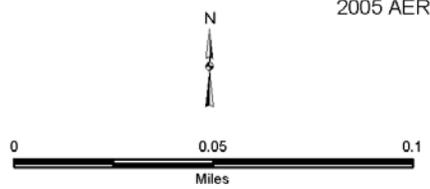
Future Development Patterns: The adopted Land Use Plan map designates the site “Low-Medium Density Residential”, which allows 5 to 13 units per acre, with the exception of the southeastern corner of Parcel 2, which is designated “Business and Office”. The areas to the north, west and south of the site are designated “Low-Medium Density Residential”, while the area to the east is designated “Business and Office”. That portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure A-13.

Figure A-10
AERIAL PHOTO: APPLICATION NOS. 3 & 4



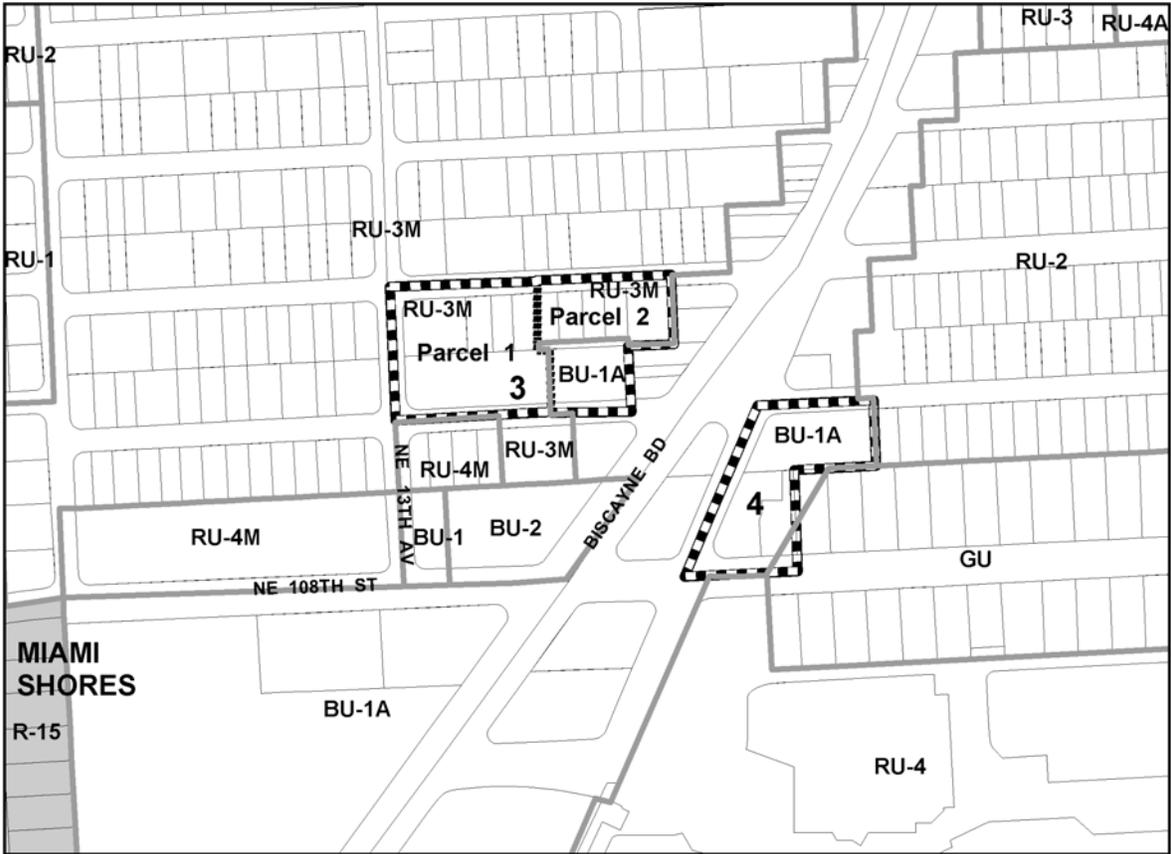
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Figure A-11
APPLICATION NOS. 3 & 4
CURRENT ZONING MAP



-  4 APPLICATION AREA AND NUMBER
-  MUNICIPALITY

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT. NET
- RU-3M MINIMUM APARTMENT HOUSE 12.9 UNITS / NET ACRE
- RU-4 APARTMENTS 50 UNITS / NET ACRE
- RU-4A APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL 75 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL

MIAMI SHORES ZONING DISTRICT

- R-15 ONE-FAMILY RESIDENTIAL DISTRICT

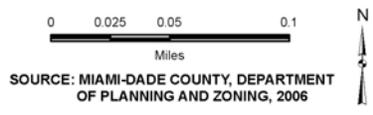
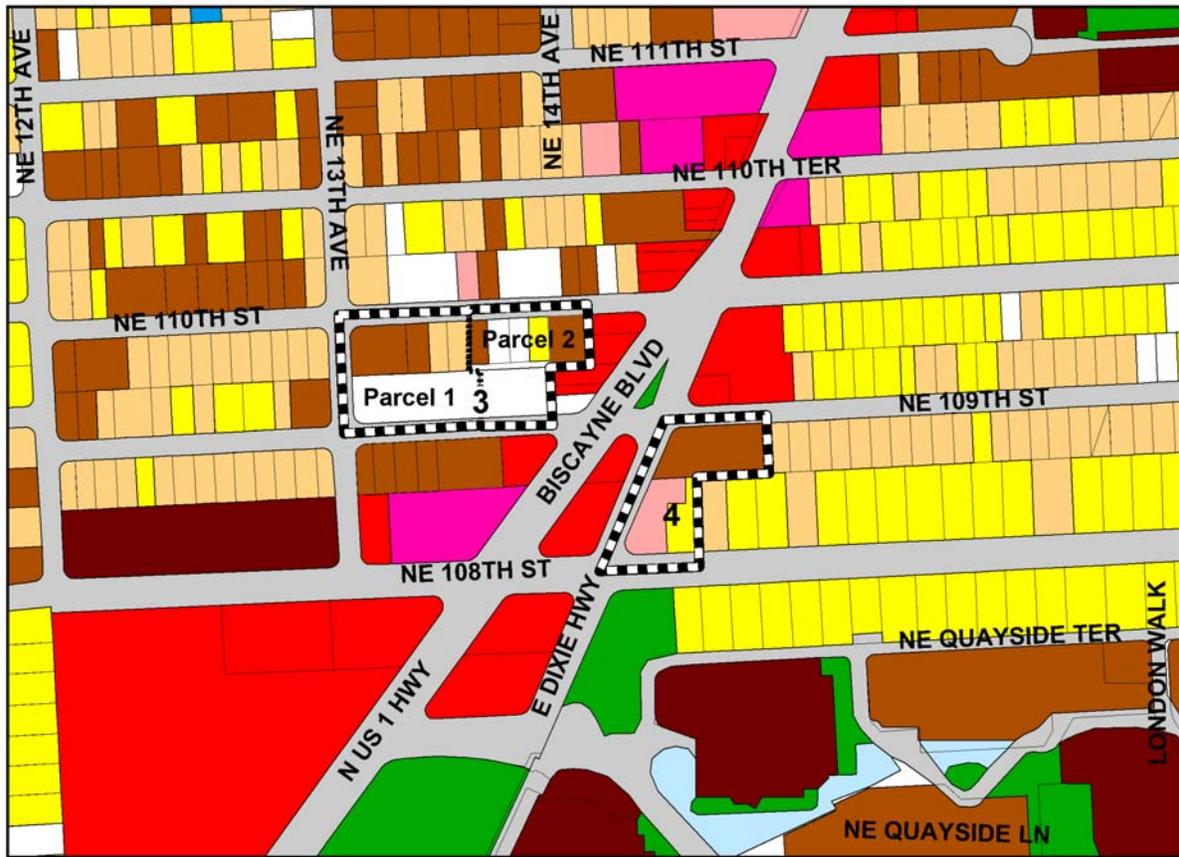


Figure A-12
APPLICATION NOS. 3 & 4
EXISTING LAND USE MAP



 APPLICATION AREA

2005 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS

2005 EXISTING LAND USE (cont'd)

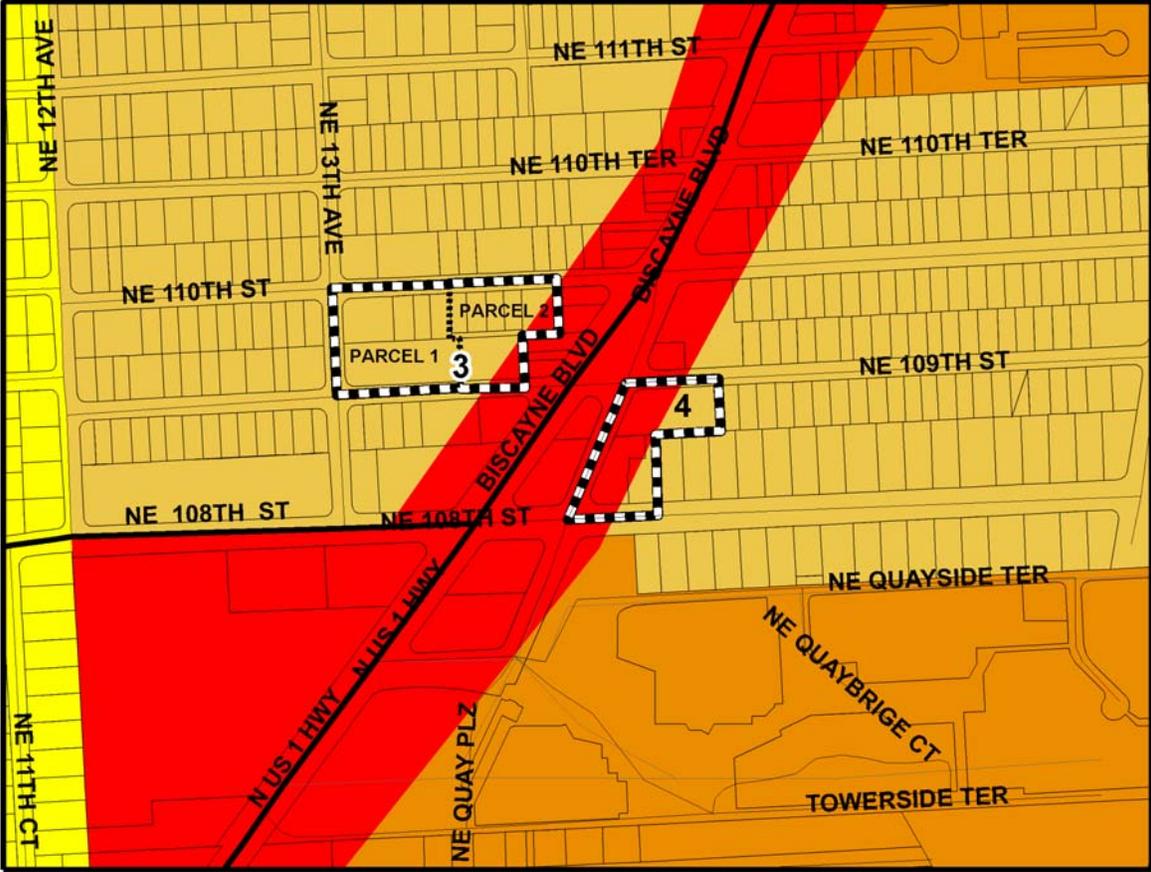
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, UNPROTECTED
-  INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure A-13
APPLICATION NOS. 3 & 4
CDMP LAND USE PLAN



LEGEND

 APPLICATION AREA

CDMP LAND USE

-  RESIDENTIAL COMMUNITIES
 LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
-  LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
-  MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC
-  BUSINESS AND OFFICE

STREETS

 MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 4

This application site is located on the east side of Biscayne Boulevard between NE 108 and NE 109 Streets. The application requests that this site be redesignated from “Business and Office” and “Low-Medium Density Residential” (5 to 13 DU/AC) to “Medium-High Density Residential” (25 to 60 dwelling units per gross acre).

Existing Land Use Patterns: Current zoning and the existing land use patterns promoted by the Land Use Plan map are shown on Figures A-10, A-11 and A-12. The southern portion of the application site is developed with a small two-story apartment building, while a bungalow court encompasses the northern portion of the site. The site is located immediately southeast of the point where East Dixie Highway merges with Biscayne Boulevard. A retail development fronting Biscayne Boulevard is located to the west and the north. The area to the east of the site is developed with single family homes, and the Quayside Condominiums, a high-rise multi-family development, is located across NE 108 Street to the south.

The application site is currently zoned BU-1A (Business Limited), with the exception of a small portion of the southeastern corner that is zoned GU (Interim – uses depend on character of the neighborhood). The areas to the north and west are also zoned BU-1A. The areas to the east/southeast are zoned GU, while the areas to the east/northeast are zoned RU-2 (Two Family Residential, 7,500 s.f. net). The area to the south is zoned RU-4 (Apartments 50 units/net acre).

Future Development Patterns: The adopted Land Use Plan map designates the western portion of the site “Business and Office”, while the eastern portion is designated “Low-Medium Density Residential” (5 to 13 dwelling units per acre). The surrounding areas to the west, northwest, and southwest are designated “Business and Office”, while the surrounding areas to the northeast, east, and southeast are designated “Low-Medium Density Residential”. The area across NE 108 Street to the south (Quayside Condominiums) is designated “Medium Density Residential” (13 to 25 dwelling units per acre). That portion of the CDMP Land Use Plan map that depicts the area surrounding this application site is included as Figure A-13.

Supply and Demand for Residential Land

Vacant residential land in Study Area A (Minor Statistical Areas 2.1 and 4.1) in 2005 is estimated to have a capacity for about 9,500 dwelling units with about 86 percent of this intended for multi-family use. The annual average demand is projected to decrease from approximately 800 units per year in the 2005-2010 period to 236 units per year in the 2020-2025 period. An analysis of the residential capacity shows absorption of both housing types occurring in the year 2021 (See Table A-3). About 53 percent of the projected demand is for single-family units and this capacity is projected to be exhausted by 2008. The supply of multi-family land extends to 2025.

Table A-3
Residential Land Supply/Demand Analysis 2005 to 2025

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2005	1,334	8,184	9,518
DEMAND 2005-2010	426	371	797
CAPACITY IN 2010	0	6,329	5,533
DEMAND 2010-2015	343	300	643
CAPACITY IN 2015	0	4,829	2,318
DEMAND 2015-2020	219	187	406
CAPACITY IN 2020	0	3,894	288
DEMAND 2020-2025	159	77	236
CAPACITY IN 2025	0	3,509	0
DEPLETION YEAR	2008	2025	2021

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

There are four proposed amendments in this area. All of them are proposing increased or new residential density at low-medium, medium, and medium-high densities.

1. Application 1 could add up to 73 units.
2. Application 2 could add up to 59 units.
3. Application 3 could add up to 106 units.
4. Application 4 could add up to 72 units.

In sum, the four proposed amendments could add close to 310 units of capacity, higher density apartment units. This would slightly increase the residential capacity of the area.

Supply and Demand for Commercial Land

Study Area A contained 151.3 acres of vacant land zoned or designated for business uses in 2004. Additionally, there were 1,467.8 acres in commercial uses. The annual average absorption rate of land through 2025 is estimated to be 4.51 acres per year. As indicated in Table 4, all MSAs comprising this study area have sufficient commercial land to sustain the projected rate of commercial land development to 2025 and beyond. When considered in its totality, Study Area A has enough commercial land to last well beyond 2025 (See Table 4A).

Table A-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data
Study Area A

Study Area A MSA	Vacant Commercial Land 2004 (Acres)	Commercial Annual Absorption			Total Commercial Acres per Thousand Persons	
		1 Acres in Use 2004	Rate 2003-2025 (Acres)	Projected Year of Depletion	2015	2025
2.1	103.9	1,070.4	3.94	2025+	6.4	6.2
4.1	47.4	388.4	0.57	2025+	4.9	4.7
Total	151.3	1,467.8	4.51	2025+	5.4	5.7

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, January 2006.

Analysis of Trade Area

Analysis of the Trade Area, which extends 1.5 miles around the Application No. 3 site shows that there is sufficient population to support such a development (See Table A-4.1). There are currently 232.4 acres in commercial use, and 36.6 acres of vacant land zoned or designated for commercial uses. Most of the vacant parcels are north of the application site along Biscayne Boulevard (See Figure A-14)

Table A-4.1
Trade Area Analysis

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004
#3	1.5	3,000-40,000	39,576	36.6	232.4

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

Figure A-14
TRADE AREA MAP: APPLICATION NO. 3



	Application 3		Commercial Land Use
	1.5-mile Radius		Vacant Commercial Land Use

Miami-Dade County
 Department of Planning & Zoning
 Planning Research Section
 February 2006

Roadways

Existing Conditions

Figure A-15 shows the existing roadway network in truncated Study Area A used for roadway analysis for Applications 1, 2, 3 and 4. Biscayne Boulevard is the main roadway corridor in the area, connecting downtown Miami the northeast Miami-Dade County, and with main east-west roadways that provide excellent access to IR-95 and other limited-access highways. Other significant roadways providing north-south access are NE 6 Avenue, and W. Dixie Highway; and for east-west travel NE 103 Street, NE 119 Street and NE 125 Streets, all of which have interchanges at I-95.

Figure A-16 depicts the existing levels of service on roadways in the truncated study area, and shows that current traffic conditions on major roadways have acceptable levels of service during the peak period. Biscayne Boulevard, NE 6 Avenue, and NE/NW 119 Street all operate at LOS C; NE 2 Avenue at LOS B; NE 10 Avenue and W. Dixie Highway at LOS D. These current conditions are detailed in Table A-5.

Roadways Table A-5
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.	LOS
US 1 (Biscayne Blvd./SR 5)	NE 125 Street to NE 87 Street	4 DV	E+50%	C (00)
NE 2 Avenue	NE 103 Street to NE 87 Street	4 DV	E+20%	B (04)
NE 6 Avenue (SR 915)	NE 135 Street to NE 103 Street	4 DV	E+20%	C (01)
NE 10 Avenue	SR 826 to NE 125 Street	2 UD	E+20%	D (04)
W. Dixie Highway (SR 909)	NE 10 Avenue to NE 119 Street	4 DV	E+20%	D (00)
NE 123/125 Street (Broad Cswy.)	NW 7 Avenue to NE 6 Avenue	4 DV	E+20%	E (00)
	NE 6 Avenue to US 1	4 DV	E+20%	E (01)
	US 1 to North Bayshore Drive	4 DV	E	B (01)
NW 119 Street (Gratigny Drive)	I-95 to West Dixie Highway	4 DV	E	C (00)
NW 103 Street (SR 932)	I-95 to NE 6 Avenue	6 DV	E	D (01)

Source: Miami-Dade County Public Works Department and Florida Department of Transportation, January 2006.

Notes: DV = Divided Roadway; UD= Undivided Roadway

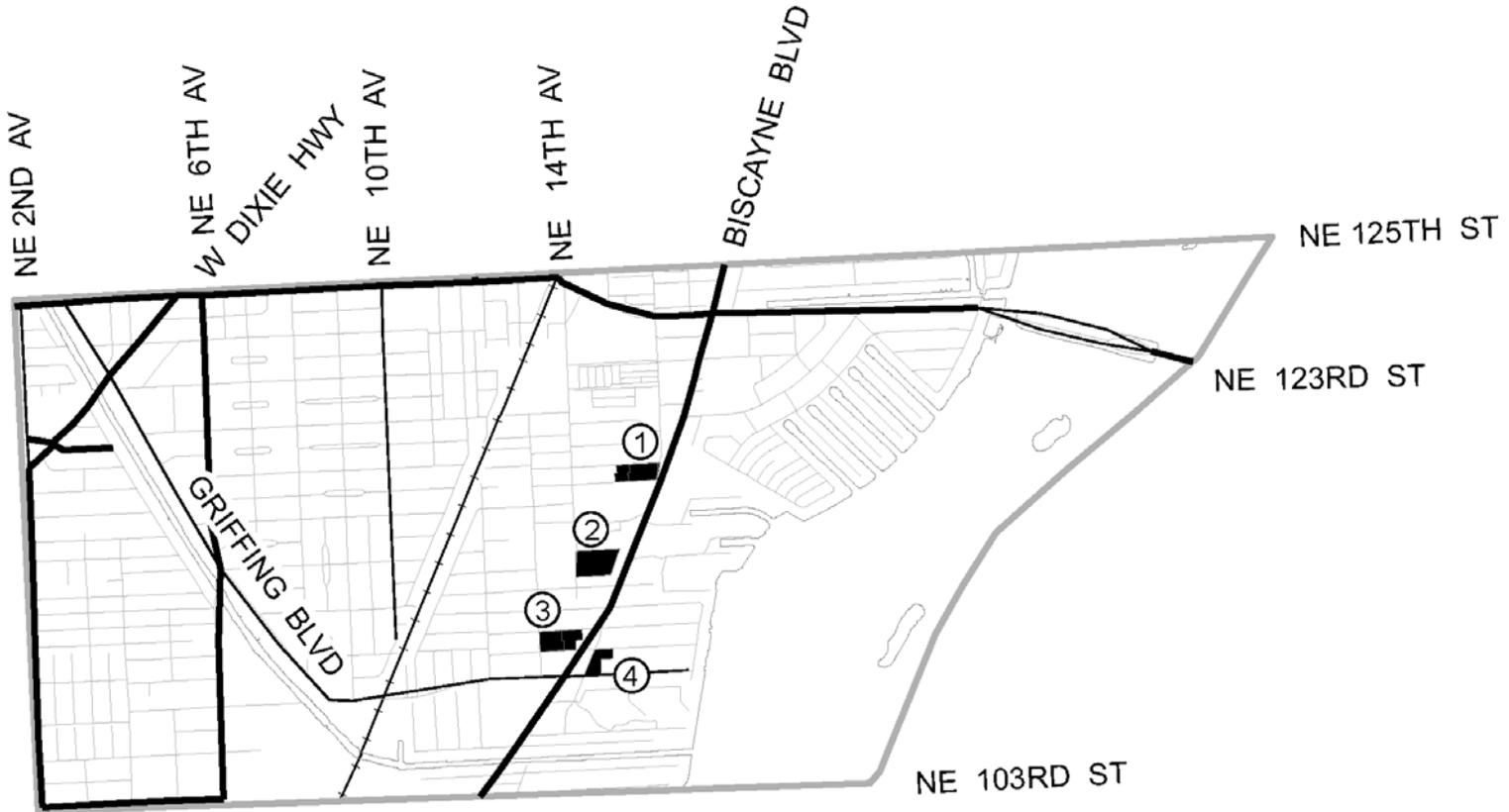
LOS Std. means the adopted minimum acceptable peak period Level of Service standard for the roadway segment.

E+20 = 120% of LOS E (capacity), 20 Minutes Transit Headway in Urban Infill Area

E+50 = 150% of LOS E (capacity), Extraordinary Transit in Urban Infill Area

() Year traffic count was revised/updated shown in parentheses

Figure A-15
 ROADWAYS: APPLICATION NOS. 1, 2, 3, & 4



EXISTING ROADWAYS

— 2 LANES

— 4 LANES

① APPLICATION AREA

—+— RAIL ROAD

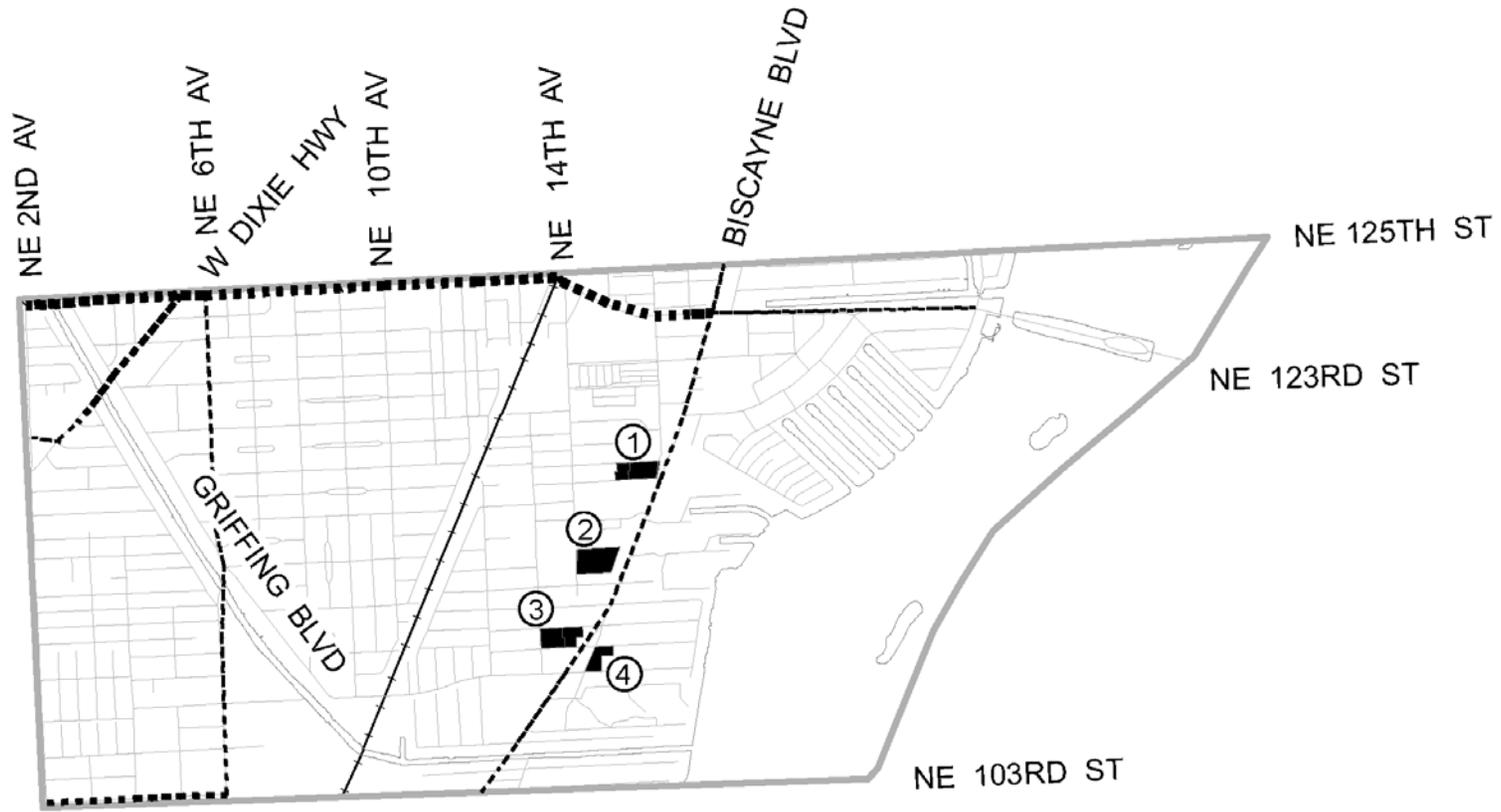
▭ STUDY AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



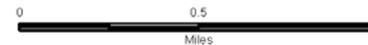
Figure A-16
EXISTING ROADWAY LEVEL OF SERVICE: APPLICATION NOS. 1, 2, 3, & 4



**EXISTING PEAK PERIOD
 LEVEL OF SERVICE**

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E

- ① APPLICATION AREA
- STUDY AREA
- +— RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2006



Traffic Concurrency Evaluation

All of Study Area A is located within the County's adopted Urban Infill Area (UIA)¹, which is a designated Transportation Concurrency Exception Area. A proposed development located within the UIA will not be denied concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted CDMP and meets other criteria pursuant to Section 163.3180 F.S.

Figure A-17 shows the Roadway Concurrency Level of Service of Applications Nos. 1 through 4. A recent evaluation of peak period traffic concurrency conditions in this Study Area, Table A-6, shows that acceptable levels of service will be maintained after maximum permitted development on the four application sites, with all levels of service remaining unchanged.

Roadways Table A-6
Concurrency Traffic Conditions
Roadway Lanes and Peak Period Concurrency Level of Service (LOS)
Truncated Study Area A

Roadway	Location/Link	Lanes	LOS Std.*	LOS
US 1 (Biscayne Blvd./SR 5)	NE 87 Street to NE 125 Street	4 DV	E+50%	C (00)
NE 2 Avenue	NE 86 Street to NE 103 Street	4 DV	E+20%	B (04)
NE 6 Avenue (SR 915)	NE 103 Street to NE 135 Street	4 DV	E+20%	C (01)
NE 10 Avenue	S/O NE 125 Street to SR 826	2 UD	E+20%	D (04)
W. Dixie Highway (SR 909)	NE 119 Street to NE 10 Ave.	4 DV	E+20%	D (00)
NE 123/125 Street (Broad Cswy.)	North Bayshore Drive to US 1	4 DV	E	B (01)
	US 1 to NE 6 Avenue	4 DV	E+20%	E (01)
	NW 7 Avenue to NE 6 Avenue	4 DV	E+20%	E (00)
NW 119 Street (Gratigny Drive)	I-95 to West Dixie Highway	4 DV	E	C (00)
NW 103 Street (SR 932)	I-95 to NE 2 Avenue	6 DV	E	D (01)

Source: Miami-Dade County Public Works Department and Florida Department of Transportation, January 2006.

Notes: DV = Divided Roadway; UD = Undivided Roadway

LOS Std.* means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

E+20 = 120% of LOS E (capacity), 20 Minutes Transit Headway in Urban Infill Area

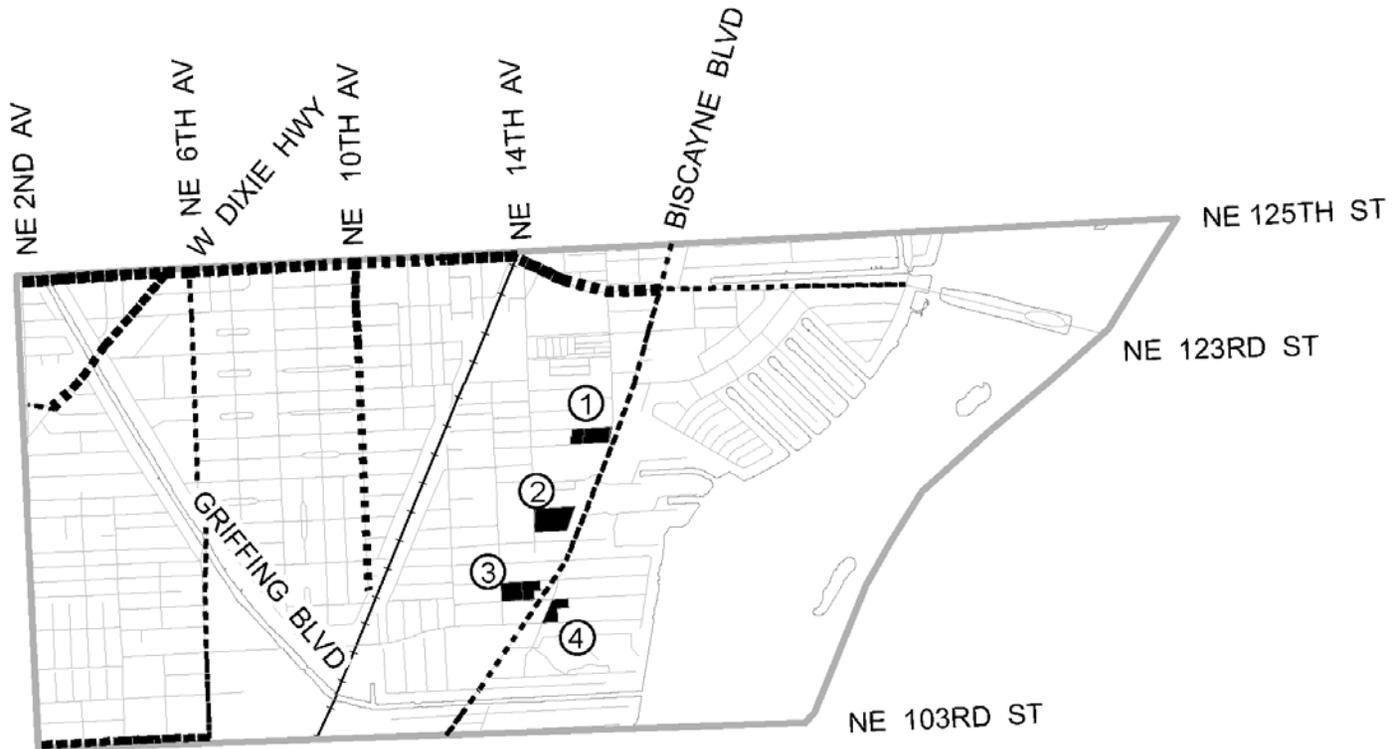
E+50 = 150% of LOS E (capacity), Extraordinary Transit in Urban Infill Area

() Year traffic count was revised/updated shown in parentheses

¹ UIA is defined as that part of the County located east of, and including, SR 826 (Palmetto Expressway) and NW/SW 77 Avenue, excluding the area north of SR 826 and west of I-95, and the City of Islandia.

Figure A-17

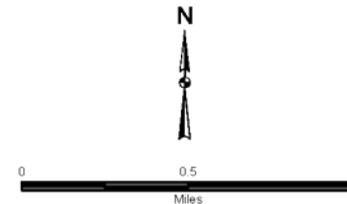
ROADWAY CONCURRENCY LEVEL OF SERVICE: APPLICATION NOS. 1, 2, 3, & 4



PEAK PERIOD ROADWAY CONCURRENCY LEVEL OF SERVICE

- · - · - · LEVEL OF SERVICE C OR BETTER
- · · · · LEVEL OF SERVICE D
- · · · · LEVEL OF SERVICE E

- ① APPLICATION AREA
- +— RAIL ROAD
- ▭ STUDY AREA



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Applications Impacts

Table A-7 summarizes the estimated trip generation for each of the Applications Nos. 1-4, according to two scenarios reflecting allowable uses of the sites under the current CDMP designations, which are then compared to the allowable uses should the applications be redesignated. The comparison shows that the requested CDMP land use designations would result in additional peak-hour trips ranging from a low of 9 to a high of 118 over the present designations. None of these figures presents a capacity problem for the affected roadways.

It should again be noted that all of Study Area A is located within the County's adopted Urban Infill Area (UIA), a Transportation Concurrency Exception Area. A proposed development located within the UIA will not be denied concurrency approval for transportation facilities provided that the development is otherwise consistent with the adopted CDMP and meets other criteria pursuant to Section 163.3180 F.S. This area

Future Conditions

There are no roadway capacity improvements programmed within this Study Area for fiscal years 2006-2010.

Table No. A-7
Estimated Peak Hour Trip Generation
By Current and Requested Use Designations

Application No.	Assumed Uses Current CDMP Designation/ Estimated No. Of Trips	Assumed Uses Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designations
1 (Scenario 1)	Business & Office Shopping Ctr. (30,492 sq. ft.); & Low-Medium Density Resid. Townhouses (11 Units)/ 139	Business & Office Shopping Ctr. (30,492 sq. ft.); & Medium Density Resid. Apartments (22 unites)/ 159	+ 20
1 (Scenario 2)	With Residential Development One Density Higher – Apartments (43 Units); and Low-Medium Density Res. – Townhouses (11 Unites) / 51	With Residential Development One Density Higher – Apartments (127 Units) / 88	+37
2 (Scenario 1)	Low-Medium Density Res. – Apartments or Townhouses (63 Units) 41	Office/Residential – Office Bldg. (106,504 sq. ft.) / 159	+118
2 (Scenario 2)	Low-Medium Density Res. – Apartments or Townhouses (63 Units) / 41	With Residential Development One Density Higher – Apartments (122 Unites) 85	+44
3 (Scenario 1)	Low-Medium Density – Townhouses (22 Units); and Business & Office – Shopping Ctr. (6,098 sq. ft.)/ 37	Medium-Density Res. – Apartments (43 Units); and Business & Office – Shopping Ctr. (24,393 sq. ft.) 143	+106
3 (Scenario 2)	Low-Medium Density – Townhouses (35 Units); and Business & Office – With One Density Higher Apartments (8 Units) / 47	Medium-Density Res. And Business & Office With Residential Development One Density Higher – Apartments (127 Units) / 88	+41
4 (Scenario 1)	Business & Office – Shopping Ctr. (12,371 sq. ft.) & Medium Density Res. – Townhouses (7 Units) / 52	Medium-High Density Res./ Apartments (79 Units) 61	+9
4 (Scenario 2)	Business & Office With Residential Development With One Density Higher – Apartments (17 Units); and Low –Medium Density Res. – Townhouses (7 Units) 34	Medium & Medium-High Density Residential / Apartments (79 Units) 61	+27

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department and Department of Planning and Zoning, January 2006.

Note: ¹Excludes pass-by trips for shopping centers.

Transit Service

Existing Service

Study Area A (truncated) is served by Metrobus Routes 3, 9, 10, 16, 75, G, and the Biscayne MAX. Table A-8 shows the existing service frequency in summary form.

Table A-8
Metrobus Route Service
Study Area A

Route No.	Weekday Headway*		Proximity in miles to App. No. 1	Proximity in miles to App. No.2	Proximity in miles to App. No.3	Proximity in miles to App. No.4	Feeder, Local or Express
	Peak	Off-Peak					
3	15	15	0	0.1	0.1	0.1	L/F
9	12/30	30	0	0.1	0.1	0.1	L/F
10	40	30	0	0.1	0.1	0.1	L/F
16	15	20	1.25	1.25	1	1	L/F
75	30	30	1.75	1.75	1.5	1.5	L
G	30	30	1.75	1.75	1.5	1.5	L
Biscayne MAX	15	N/a	3	2	2.25	2.25	L/F

Source: Miami-Dade Transit, July 2005.

*Headway time in minutes.

Future Conditions for the Study Area

By the year 2015, the truncated Study Area A is projected to experience a population increase of 1.97%, or 472 additional residents and an employment increase of 7.36 %, or 1,802 additional jobs. The projected population and employment increase may not warrant additional improvements to the current transit service in this truncated study area.

However, transit improvements to the existing transit service in the truncated Study Area A, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Five-Year Transit Development Plan (TDP) and in the People's Transportation Program (PTP). Table A-9 shows service improvements programmed for existing routes within the truncated Study Area A. There are no new routes programmed for this area.

Table A-9
Planned Transit Improvements
Study Area A

Route	Improvement Description
3	Eliminate Country Club loop route deviation and replace service with Route E.
10	Improve peak headways from 30 to 15 minutes.
75	Extend service to the Northeast Transit Terminal.
93 Biscayne MAX	Improve peak headways from 15 to 10 minutes. Introduce weekend service.

Source: Miami-Dade Transit, January 2006

Major Transit projects

Regarding future transit projects within this area, the former Northeast Transit Corridor Study will now be part of a larger corridor study, the Southeast Florida Corridor, encompassing the South Florida tri-county area. This corridor runs from downtown Miami to the Broward County line and continues north to Palm Beach County along the FEC Railroad right-of-way. The study will produce the basis for coordinated transit planning not only for the northeast Miami-Dade area, but for Broward and Palm Beach counties as well.

Applications Impacts in the Traffic Analysis Zone

For truncated Study Area A, four application requests were submitted to amend the CDMP. An analysis was performed in the Traffic Analysis Zones (TAZ) where the applications were requested. In TAZ #201, where Applications Nos. 1 and 2 are being requested, the expected transit impact produced is a minimal increase of less than 50+ additional transit trips combined, which would not warrant additional changes beyond those already planned for the area.

In TAZ # 200, the expected transit impact produced by the Application No. 3 is a minimal increase in the number of transit trips, which would not warrant changes beyond those already planned for the area.

In TAZ #199, the expected transit impact produced by Application No. 4 is also a minimal increase in the number of transit trips, which would not warrant changes beyond those already planned for the area.

Water and Sewer

Water and sewer services in Study Area A are provided by Miami-Dade County Water and Sewer Department, the City of North Miami Beach, and the City of North Miami Water and Sewer Utility, which services Application Sites Nos. 1 through 4.

Potable Water Service

Virtually all development in Study Area A is connected to a public water supply. Potable water in this area may be supplied by the Cities of North Miami and North Miami Beach or WASD and may be treated at one of three facilities. Most potable water in the area is treated at WASD's Hialeah-Preston Water Treatment Plant, for which the primary source of raw water is the Northwest, Hialeah-Preston and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 mgd from the South Florida Water Management District (SFWMD). The plant has a permitted treatment capacity of 225 mgd and had an average daily flow of 158.5 mgd for the 12 month period ending in November 2005. The plant currently has approximately 37.0 mgd, or 16.4 percent of its treatment capacity available to meet increased demands. The City of North Miami's Winton Plant is rated to produce 9.0 mgd, and to distribute an additional 9.1 mgd that is purchased wholesale from WASD. The permitted treatment capacity of the Winson Plant is 18.1 mgd with an average daily flow was 12.90 mgd, or 24.0% of its treatment capacity.

At the present time, the potable water treatment facilities meet the Level of Service (LOS) standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Comprehensive Development Master Plan (CDMP).

Sewer Service

In addition to WASD, portions of the Study Area are served by sewage collection systems operated by the Cities of North Miami and North Miami Beach. Some of the developed areas in unincorporated Miami-Dade County and in the City of North Miami Beach are not connected to sewers. The collection system delivers sewage to WASD's North District Wastewater Treatment Plant, located in North Miami, which has a permitted design capacity of 112.5 mgd and has been operating at about 76.95 % of its design capacity. The North District Plant meets all standards for secondary treatment and discharges effluent through an ocean outfall.

At the present time, the wastewater treatment facilities meet the Level of Service (LOS) standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Comprehensive Development Master Plan (CDMP).

Water and Sewer Improvements

Concerns regarding sewer overflows during major storm events have resulted in the County entering into a settlement agreement with the Florida Department of Environmental Protection (FDEP) in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April 1994.

Under these decrees, the County agreed to implement more than \$1.169 billion in improvements to the wastewater collection and treatment system including the two-phase expansion of the North District wastewater treatment plant. Based on projects identified in the proposed 2004-2010 six-year capital improvement program, the Miami-Dade Water and Sewer Department will continue to upgrade the countywide water and wastewater systems, specifically addressing deficiencies that are cited in the Consent Decrees. The 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan estimates a total of \$1.14 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011.

Water and Sewer Service to Application Areas

Four privately submitted amendment applications are located in Study Area A. The location of the most proximate water and sewer connections to the site are detailed in Table A-10. The effect of the amendment application on water and sewer demand is specified in Table A-11.

Table A-10
Available Water and Sewer Connections for Applications in Study Area A

Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER				
1	Adjacent	6	E. Dixie Highway	NMWSU
2	Adjacent	12	Biscayne Blvd.	NMWSU
3	Adjacent	8	Biscayne Blvd.	NMWSU
4	Adjacent	2	NE 110 Street	NMWSU
		12	E. Dixie Highway	
		8	NE 109 Street	
		4	NE 108 Street	
SEWER				
1	Adjacent	12F	Biscayne Blvd.	NMWSU
2	Adjacent	8F	Biscayne Blvd.	NMWSU
3	Adjacent (2)	6F	Biscayne Blvd.	NMWSU
4	Adjacent (2)	6F	Biscayne Blvd.	NMWSU

(1) Utility Serving Application Area
 NMWSU = North Miami Water and Sewer Utility
 (G = Gravity Main; F = Force Main)

(2) "Incomplete Status" - No new flows are allowed to the pump station until analysis and, if necessary, a plan of corrective action is executed.

Source: Department of Environmental Resources Management, 2005.
 Miami-Dade Water and Sewer Department, 2005.
 City of North Miami Water and Sewer Utility, 2005.

Application No. 1. Water service to the site of Application No. 1 is provided by the North Miami Water and Sewer Utility (NMWSU) by means of a 6-inch main along E. Dixie Highway, in addition to water mains along NE 116 and NE 117 Streets, all abutting the property.

Sewer Service is also provided in the area by NMWSU. The nearest sanitary sewer line is a 12-inch force main along Biscayne Boulevard, just east of the site, which directs the flow to pump

station 06-IVAN-TR, then to pump station 30-0347 which then directs the flow to the North District Treatment Plant.

All mentioned pump stations are operating within the mandated criteria set forth in the First Partial Consent Decree. At this time the North District Treatment Plant has sufficient capacity to treat current discharge. The public water and the sanitary sewer systems have adequate distribution, collection/transmission, and treatment capacity to meet projected demands from the proposed development.

Application No. 2. Water service to the site is provided by a 12-inch water main located along Biscayne Boulevard, abutting the subject property. This line is owned and operated by the City of North Miami Water and Sewer Department. The source of water for these mains is MDWASD's Hialeah-Preston Water Treatment Plant, which has adequate capacity to meet projected demands from this project. The plant is presently producing water, which meets Federal, State and County drinking water standards.

Sewer service is provided by an existing 8-inch force main along Biscayne Boulevard, which abuts the east site of the subject property. This force main is owned and operated by the City of North Miami Water and Sewer Department. This main directs the flow to pump stations 06-H and 06-QUAYSID, then to pump station 30-0347, and then to the North District Treatment Plant. Pump station 30-0347 is owned and operated by MDWASD. Also, there is an existing private pump station 99-00035, on the property which discharges to the abutting force main. All mentioned pump stations are operating within the mandated criteria set forth in the First Partial Consent Decree and the mentioned private pump station is under Initial Moratorium. At this time the North District Treatment Plant has sufficient capacity to treat current discharge. The public water and sanitary sewer systems have adequate collection/transmission capacity to meet projected demands from the proposed development.

Application No. 3. Water service is provided by an 8-inch water main located along Biscayne Boulevard, and a 2-inch main along N.E. 110 Street, abut the subject property. Water service is provided by the City of North Miami Water and Sewer Department. The source of water for these mains is WASD's Hialeah-Preston Water Treatment Plant, which has adequate capacity to meet projected demands from this project. The plant is presently producing water that meets federal, state and County drinking water standards.

Sewer service to the site is an existing 6-inch force main along Biscayne Blvd, abutting the subject property along the east side. This force main is owned and operated by the City of North Miami Water and Sewer Department, and it directs the flow to pump station 06-I, then to pump station 30-0347, and then the North District Treatment Plant. Pump station 30-0347 is owned and operated by MDWASD.

Pump station 06-I is under "incomplete status" and may require corrective action before sewer certifications can be issued. Pump station 30-0347 is operating within the mandated criteria set forth in the First Partial Consent Decree. At this time the North District Treatment Plant has sufficient capacity to treat current discharge, but the status of pump station 06-I must be resolved before development permits can be issued.

Application No. 4. Water service to the site is provided by a 12-inch water main abutting the property along E. Dixie Highway; an 8-inch water main also abuts the site along N.E. 109 Street and a 4-inch main along N.E 108 Street also abuts the property. Water service is provided by the City of North Miami Water and Sewer Department. The source of water for these mains is MDWASD's Hialeah-Preston Water Treatment Plant, which has adequate capacity to meet projected demands from this project. The plant is presently producing water, which meets Federal, State and County drinking water standards.

Sewer service to the site is an abutting 6-inch force main located along E. Dixie Highway. This force main is owned and operated by North Miami Water and Sewer Department, and it directs the flow to pump station 06-I, then to pump station 30-0347, and then to the North District Treatment Plant. Pump station 30-0347 is owned and operated by MDWASD.

Pump station 06-I is under “incomplete status” and may require corrective action before sewer certifications can be issued. Pump station 30-0347 is operating within the mandated criteria set forth in the First Partial Consent Decree. At this time the North District Treatment Plant has sufficient capacity to treat current discharge, but the status of pump station 06-I must be resolved before development permits can be issued.

Table A-11
Water and Sewer Demand for Applications in Study Area A
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
1	7,449	7,449
2	8,520	8,520
3	11,039	11,039
4	25,080	25,080

Source: Miami-Dade Department of Environmental Resources Management, 2006
Miami-Dade Department of Planning and Zoning, 2006

The Miami-Dade Water and Sewer Department (WASD) regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the settlement agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity is obtained through alternative means of sewage disposal. Use of an alternative means of sewage disposal shall be an interim

measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

When development plans for the subject property are finalized and upon the owner's request, WASD will prepare an agreement for water and/or sewer service, provided that they are able to offer those services at the time of the owner's request. Please note that an alternative water supply plan may be required from the applicants to address adequate water supply for their projects. Prior to approval of a building permit or its functional equivalent, the applicants will need to ensure that adequate water supply will be available for their project.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly seven (7) years (See Solid Waste section in Chapter 2 of this report). The anticipated impacts for the applications located in Study Area A are as follows.

All four applications lie within the 2005 UDB and the DSWM's waste service area for garbage and trash collections. The closest DSWM facility serving Applications Nos. 1 through 4 is the West Little River Trash and Recycling Center (1830 NW 79th Street).

The impact of these applications on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users. The DSWM is capable of providing such disposal service for all applications and therefore has no objections to the proposed land use changes. It should be noted that under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of the West Little River Trash and Recycling Center.

Fire and Rescue Service

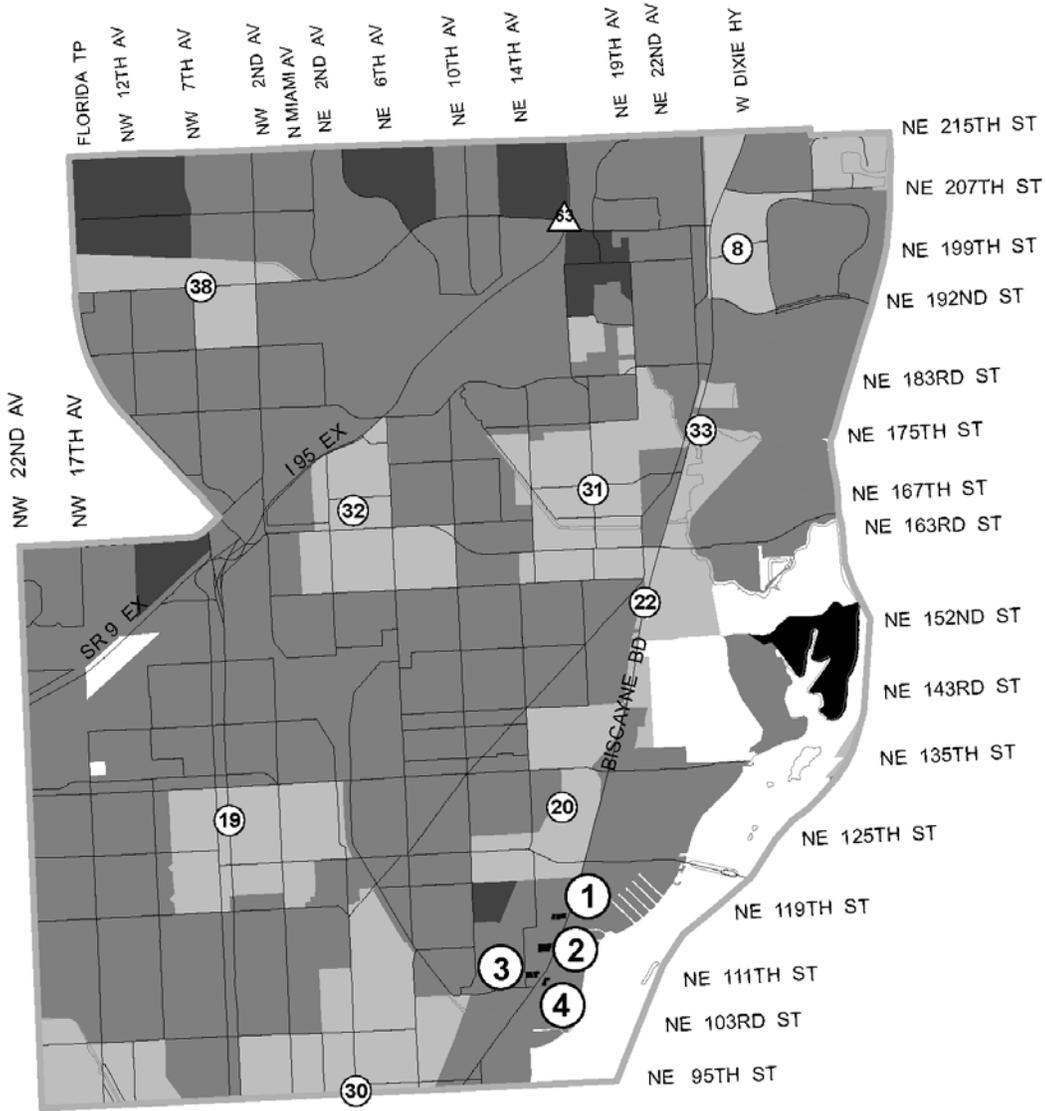
Figure A-18 shows travel times for fire and rescue services in Study Area A. Average travel time to alarms at the location of Application Nos. 1 and 2 is approximately 5.84 minutes. Travel time for Life Threatening Emergencies is approximately 5.67 minutes and 2.58 minutes for Structure fires. For Application No. 1, the current CDMP designation generates a total of 14 annual alarms. The proposed CDMP designation will allow a proposed potential development totaling 127 dwelling units, which is anticipated to generate 34 annual alarms. For Application No. 2, the current CDMP designation generates a total of 17 annual alarms. The proposed CDMP designation will allow a proposed potential development totaling 122 dwelling units, which is anticipated to generate 32 annual alarms. These applications will result in a moderate impact to existing fire rescue services; however, planned stations will mitigate impact to existing services.

Average travel time to alarms at the location of Application No. 3 is approximately 6.66 minutes. Travel time for Life Threatening Emergencies is approximately 6.28 minutes. The current CDMP designation generates a total of 10 annual alarms. The proposed CDMP designation will allow a proposed potential development totaling 127 dwelling units, if all residential, which is anticipated to generate 34 annual alarms. This will result in a moderate impact to existing fire rescue services. Planned stations will mitigate impact to existing services. If the proffered covenant prohibiting any residential development on the application site is accepted, there will be no change in the existing impact on fire rescue services.

Average travel time to alarms at the location of Application No. 4 is approximately 6.50 minutes. Travel time for Life Threatening Emergencies is approximately 6.40 minutes and 3.60 minutes for Structure fires. The current CDMP designation generates a total of 6 annual alarms. The proposed CDMP designation will allow a proposed potential development totaling 79 dwelling units, which is anticipated to generate 21 annual alarms. This will result in a moderate impact to existing fire rescue services. Planned stations will mitigate impact to existing services.

The required fire flow for the proposed CDMP designations for Application sites Nos. 1 and 3 is 3,000 gpm at 20 psi residual on the system, and each fire hydrant requires delivery of 1,000 gpm for fire flow. For Application Nos. 2 and 4 the required flow is 2,000 gallons per minute (gpm) at 20 psi residual on the system, and each fire hydrant requires delivery of 750 gpm for fire flow.

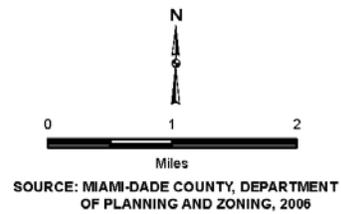
Figure A-18
**FIRE-RESCUE DEPT. LIFE THREATENING EMERGENCIES RESPONSE TIME:
 APPLICATION NOS. 1, 2, 3, & 4**



TRAVEL TIME: MINUTES

- >0.01 < 1.00
- >1.01 < 5.00
- >5.01 < 8.00
- >8.01 < 10.00
- >10.01

- ① APPLICATION AREA
- STUDY AREA
- EXISTING STATIONS
- △ PLANNED STATIONS



County Parks

The only County-owned park and recreational facility serving this portion of Study Area A is shown on Figure A- 19. It is Biscayne Shores and Gardens Park, a neighborhood park of 6 acres, located at NE 116 Street and NW 14 Avenue, immediately south of Application No. 1.

Study Area A is located in Park Benefit District 1 (PBD 1), which has a surplus capacity of 789.39 acres when measured by the County concurrency level-of-services standard. The impact of Application Nos. 1, 3, and 4 could increase the potential population in PBD 1 by a 30, 193, and 88 persons respectively, for a total of 311 persons. Application No. 2, restricted by covenant, would not have any population, and therefore would have no impact on parks. Approval of Applications Nos. 1, 3 and 4 would decrease available reserve capacity in PBD 1 by 0.856 acres from 789.39 acres to 788.534 acres.

Public Schools

Three public schools serve Application Sites Nos. 1 through 4: W.J. Bryan Elementary, North Miami Middle, and North Miami Senior High. All but W. J. Bryan exceed 115% utilization of FISH design capacity. The total of additional students generated by development of proposed Application Sites 1 through 4 would affect the FISH utilization design capacity of W.J. Bryan by increasing it from 111% to 113%, and of North Miami Middle from 161% to 162%. North Miami Senior High FISH utilization design capacity (126%) would remain unchanged. Table A-12 shows the populations and capacities of the three schools, assuming approval of the requested amendments in Applications Nos. 1 though 4. and Figure A-20 shows the location of W.J. Bryan Elementary, the only one of the three schools that is within the truncated study Area A. Discussion following Table A-12 details the individual impacts of each Application on student population and FISH rates for each school.

Application No. 1, if approved, will increase the potential student population of Study Area A by 22 students. Attendance at W.J. Bryan Elementary is projected to increase by 10 students from 1,331 students to 1,341 students thereby increasing the FISH capacity of the school from 111% to 112%. This application is projected to increase attendance at North Miami Middle by 6 students from 1,352 students to 1,358 students, leaving the school's FISH capacity unchanged at 161%. Additionally, attendance at North Miami Senior High is projected to increase by 6 students from 3,118 students to 3,125 students, with the FISH capacity unchanged at 126%.

Figure A-19
COUNTY PARKS: APPLICATION NOS. 1, 2, 3, & 4

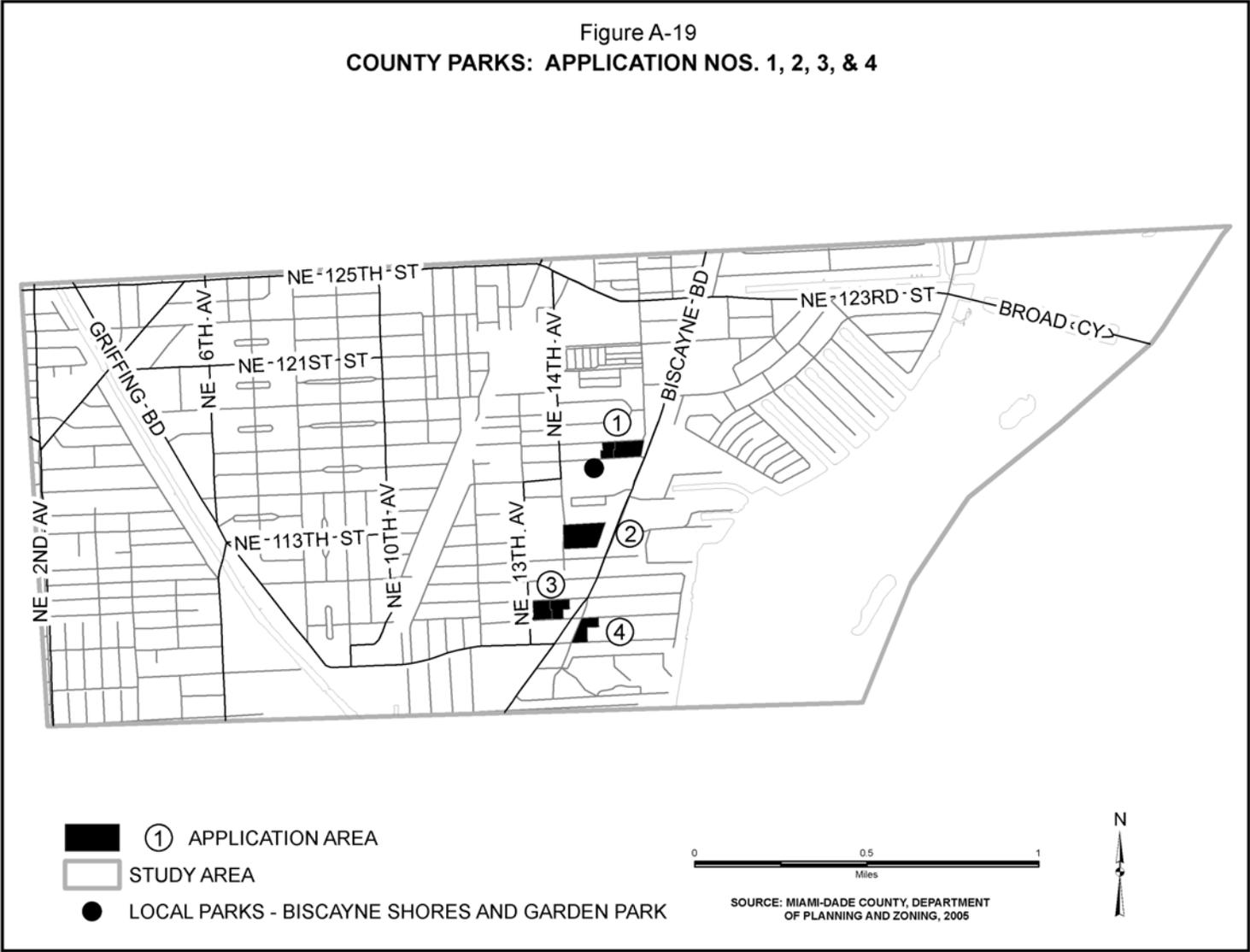


Table A-12
2005 Public School FISH Rates
Applications Nos. 1 through 4

SCHOOL	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELOCATABLE	CUMULATIVE STUDENTS
W.J. Bryan Elementary	1,331 1,348*	916	145% 146%	278	111% 113%	1,348
North Miami Middle**	1,352 1,361*	822	164% 165%	20	161% 162%	1,361
North Miami Sen. High**	3,118 3,129*	2,268	137% 138%	214	126% 126%	3,129

* Increased student population if Applications Nos. 1 through 4 adopted and developed.

** School is located outside Truncated Study Area A.

Sources: Miami-Dade Public Schools Office of Information Technology, 2005 Miami Dade Planning and Zoning Department, 2006

Application No. 2, if approved, will not increase the potential student population of Study Area A, as a covenant running with the CDMP redesignation will preclude any residential uses of the site.

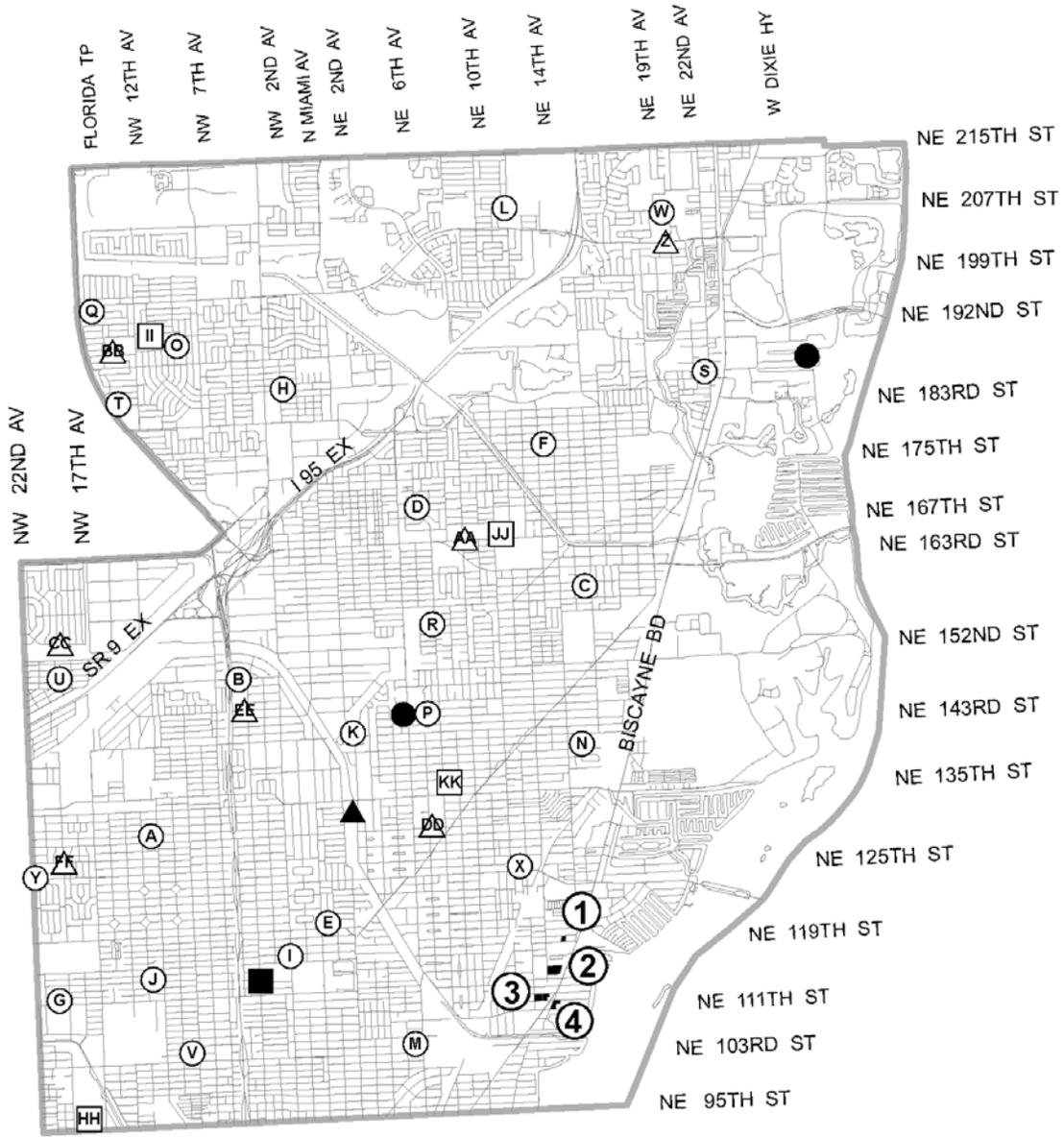
Application No. 3, if approved, will increase the potential student population of Study Area A by 5 students. Attendance at W.J. Bryan Elementary is projected to increase by 2 students, North Miami Middle will increase by approximately 1 students and North Miami Senior High is projected to increase by 2 students. Approval of this application will not increase the FISH capacity of any of these schools.

Application No. 4, if approved, will increase the potential student population of Study Area A by 10 students. Attendance at W.J. Bryan Elementary is projected to increase by 5 students; North Miami by 2 students; and North Miami Senior High by 3 students. Approval of this application will not increase the FISH capacity of any of these schools.

Planned relief schools in the area include the K-8 conversion at Linda Lentin Elementary, (North Miami Middle Relief) projected for occupancy June, 2006; State School QQ-1 (W. J. Bryan and Natural Bridge Elementary Relief; North Miami Middle Relief) projected for occupancy April 2006; and State School BBB-1 (North Miami Senior Replacement), programmed in Funding Year FY 05/06.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Figure A-20
 COUNTY SCHOOLS: APPLICATION NOS. 1, 2, 3, & 4



- ELEMENTARY
- △ MIDDLE
- SENIOR
- ELEMENTARY CHARTER
- ▲ MIDDLE CHARTER
- SENIOR CHARTER
- ① APPLICATION AREA
- ▭ STUDY AREA

0 1 2
 Miles
 SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

STUDY AREA B

Study Area B

Recommendations and Principal Reasons

Study Area B consists of an area of approximately 22.75 square miles located in northeastern Miami-Dade County. About one-third of the study area is unincorporated, with the western half of the area lying within the City of Hialeah, and the south-eastern corner, about one-sixth of the study area, is in the City of Miami. There are three application sites in this area, all on the south side of NW 79 Street between NW 22 and NW 37 Avenues. (See Figure B-1)

Application No. 5

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP and LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITAL
5	Poinciana Partners, LLLP/ Augusto E. Maxwell, Esq. and Joel E. Maxwell, Esq. North side of NW 78 Street between NW 22 and NW 24 Avenues From: Industrial and Office To: Business and Office Small-Scale Amendment	• ADOPT

Location: Between NW 22 and NW 24 Avenues and between NW 79 Street and NW 78 Street (2.7 Gross Acres)

Requested Amendment to the CDMP and Land Use Plan Map:

From: Industrial and Office
To: Business and Office

Recommendation: ADOPT

Principal Reasons for Recommendation:

1. The applicant is proposing to redesignate the southern half of two blocks of land south of NW 79 Street between NW 22 and 24 Avenue from “Industrial and Office” to “Business and Office” on the Land Use Plan (LUP) map. The northern half of the two blocks is already designated as “Business and Office”. The applicant will be leasing the property from the Miami-Dade Empowerment Trust, Inc. (Trust), which is a quasi-public sector agency and a 501 C 3 corporation. The Trust operates under a management agreement with the Miami-Dade County to manage the County’s federal Empowerment Zone Program. This application was submitted to facilitate creation of a 20-acre, science-oriented Poinciana Biopharmaceutical Technical College, consisting of the application parcels, and the industrial parcels to the south. This proposed technical college will be a cooperative effort of several universities and is being supported by Miami-Dade County Office of Economic and Community Development, as well as several local economic and

community redevelopment groups. This application would allow residential units to be built for students and faculty of the college. Residential uses are allowed in “Business and Office” designated areas, but are not generally allowed in “Industrial and Office” designated areas.

2. The application site is located in an economically disadvantaged area within the Northside/Poinciana Developable Site of the Federal Empowerment Zone, the Model City/Brownsville Target Urban Area of the Task Force on Urban Economic Revitalization and the Miami-Dade County North-Central Enterprise Zone, which gives tax incentives to businesses that locate within its boundaries. The project will facilitate revitalization in an area that the County has targeted for economic assistance and development.
3. The prevailing development pattern along this portion of NW 79 Street consists of a 300-foot wide strip of “Business and Office” designation, including the right of way of NW 79 Street. The proposed “Business and Office” designation will expand that strip on the southern side of NW 79 Street from approximately 80 feet to approximately 160 feet. Currently, the 80-foot strip of “Business and Office” designation on the southern side of NW 79 Street is barely deep enough to support businesses. This redesignation will enable these long narrow blocks to attract viable redevelopment opportunities.
4. A major reason for land use planning is to ensure compatibility between adjacent uses. The master plan for Poinciana Biopharmaceutical Park, prepared by ADD Inc. and dated September 9, 2005, shows the two northern buildings being used for residential and retail uses (these would be on the parcels proposed for redesignation), with two six-story parking garages on the southwestern corner and the eastern edge, and four other structures being used for academic purposes, and possible light manufacturing uses. The County’s Urban Revitalization Task Force is providing a loan from the Federal Section 108 program for office and manufacturing activities in a portion of Building No. 6, which is located on the southern edge of the 20-acre research park site. Consistent with the “Business and Office” land use category, this application would allow residential units to be constructed adjacent to land designated for industrial use. Residential development adjacent to industrial land is not normally compatible unless the industrial activities are buffered or are limited to those uses associated with live-work or work-live structures such as office, wholesale, distribution and assembling of pre-manufactured parts. However, the adjacent industrial lands are being designed to have largely academic buildings as a buffer from any incompatible uses that would be a part of the research park.
5. The application site has no known impact on historic or environmental resources, and the existing public service capacity is sufficient to handle the impacts of the proposed use. This application does meet the requirements for transit and pedestrian access in Land Use Element Objective 7, which promotes transit-oriented development along NW 79 Street, where bus routes L, 21 and 21 have headways between 10 and 30 minutes.

Application No. 6

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP and LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITAL
6	3380 NW 79 th Street, LLC/ Jeffrey Bercow, Esq. and Michael J. Marrero, Esq. Southside of NW 79 Street at theoretical NW 34 Avenue From: Business and Office and Industrial and Office To: Business and Office Small-Scale Amendment	• DENY

Location: Between theoretical NW 33 and NW 34 Avenues and between NW 79 Street and theoretical NW 78 Street (2.07 Gross Acres)

Requested Amendment to the CDMP and Land Use Plan Map:

From: Industrial and Office and Business and Office
To: Business and Office

Recommendation: DENY

Principal Reasons for Recommendation:

1. The application consists of a 2-acre parcel with “Business and Office” designation on the north half and “Industrial and Office” designation on the southern half. The prevailing pattern of land use designation on the adopted Land Use Plan (LUP) map consists of a 300’ wide strip of “Business and Office” running east-west along the 79th Street corridor. The applicant has stated their desire to place a small strip shopping center on this site, with one outparcel. Currently, the northern side of NW 79 Street is the only area developed with strip commercial uses, at least along this stretch of the street. The proposed “Business and Office” designation would permit office buildings, hotels, residential uses and small shopping centers. The current “Industrial and Office” designation also allows office buildings and hotels, as well as small shopping centers (no more than 10 acres) with the proviso that these shopping centers serve the needs of the workers of the industrial area. The current designation on the LUP map is appropriate for the parcel and does not warrant change.
2. No need exists for additional commercial in Study Area B, which had in 2004 132.6 acres of vacant land zoned for commercial uses in 2004 and 1,353.7 acres of in-use commercial land. The average annual absorption rate projected for the 2003-2025 period is 6.51 acres. There is sufficient vacant “Business and Office” designated land within this study area to last to 2024, at current levels of consumption.

3. In the long-term, the CDMP identifies this area for transit-oriented development. This application site is located almost halfway between two Metrorail stations, Northside (one-quarter of a mile or 1320 feet to the east) and Tri-Rail (a little more than one-quarter of a mile to the west) that is co-located with a South Florida Regional Transportation Authority (SFRTA) Tri-Rail station, and about one-third of a mile southeast of the Amtrak rail station. The two Metrorail stations are the focal points for two designated Community Urban Centers (CUCs) on the Land Use Plan (LUP) map. As such, the location of the application site puts it on the edge of two CUC radii, which the CDMP defines as normally between 700 to 1800 feet, but up to a half-mile (2140 feet) if recommended by the professional area plan for the CUC. Area plans for these two CUCs have not yet been scheduled. CUCs should be planned and designed to serve a local community. Commercial and office uses should be located near the core, where commuters and residents can easily access them from the transit stop and local residential blocks.

This site should remain designated for industrial development to provide land for these needs. Alternatively, given that the application site falls within the CUC radii of two Metrorail stations, any contemplated change in the future development patterns in this area should be transit supportive and consistent with CDMP policy to develop the area around the two Metrorail stations as Community Urban Centers, in accordance with a subsequent area plan.

4. The 79th Street Corridor was the subject of a study headed by the architectural firm of Zyscovich, assisted by Kimley Horn and Associates, Gunster-Yoakley and Hammer, Siler, George and Associates. This study is the result of a neighborhood initiative, led by a partnership of coalition members with substantial expertise in community economic development: the Urban League of Greater Miami, Inc., Miami-Dade Neighborhood Housing Services, Inc. and Dade Employment and Economic Development Corporation (DEEDCO). This initiative has the goal of transforming the western portion of the 79 Street Corridor (NW 22 Avenue to NW 42 Avenue) from a fragmented set of residential, commercial, and industrial sites with a reputation for being dangerous and undesirable, into a cohesive neighborhood. The study was funded in 2002, and in December 2003, Zyscovich submitted their Final Draft of the 79th Street Corridor Redevelopment Plan for the area bounded by NW 87 Street on the north, NW 22 Avenue on the east, NW 71 Street on the south, and NW 42 Avenue (E 8 Avenue in Hialeah) on the west.

In the 79th Street Corridor Redevelopment Plan, three potential development concepts/projects were identified to provide catalysts that are based on market analysis, proximity to existing and planned corridor infrastructure assets and existing land uses. The projects are strategically located within the study area so that, upon their completion, the projects will generate future infill development and result in the full revitalization of the area. The concepts include transit-oriented redevelopment for the Northside Shopping Center, and for the areas surrounding the Tri-Rail/Metrorail/Amtrak Stations, and new industrial development. Their conclusion from the market assessment indicated that the strongest economic market within the study area is industrial, and one of the recommendations that came from the analysis was to assemble properties to create large

contiguous development parcels. Thus, keeping the current designation on the LUP map of “Industrial and Office” would be consistent with the redevelopment plan.

5. The application site has no known impact on historic or environmental resources and the existing public service capacity is sufficient to handle the impacts of the proposed use.

Application No. 7

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP and LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITAL
7	Wal-Mart Stores East, L.P./ Joel E. Maxwell, Esq. and Augusto E. Maxwell, Esq. Southwest corner of theoretical NW 78 Street and NW 32 Avenue From: Industrial and Office To: Business and Office Standard Amendment	• DENY

Location: Between NW 32 Avenue and theoretical NW 34 Avenue and between theoretical NW 78 Street and FEC railroad tracks (34.58 Gross Acres).

Requested Amendment to the CDMP and Land Use Plan Map:

From: Industrial and Office
To: Business and Office

Recommendation: DENY

Principal Reasons for Recommendation:

1. The depletion of land zoned and designated for industrial use is a concern to the Department of Planning and Zoning (DP&Z). This application proposes to redesignate 34.58 acres from “Industrial and Office” to “Business and Office” to develop a Wal-Mart Superstore, of approximately 211,000 square feet, and several outparcel uses. At the time of this report, no covenant has been submitted committing the application site to a Wal-Mart, thus the Department must consider the full range of uses associated with a redesignation to “Business and Office”, such as residential, a larger amount of commercial square footage, hospitals, cultural and entertainment facilities, medical buildings and nursing homes. Currently, there are 102 acres of vacant industrial land in this study area, including this site, and 1,249 acres of utilized industrial land. Even though the annual absorption rate is small right now, removing 33 percent of the available land in this study area for a different use would be shortsighted. As well, much of the remaining 67 acres is in small parcels, not well located near major transportation facilities and does not offer the opportunity for development of a new, well designed

industrial park with excellent freight rail access to the national market to the north, and excellent mass transit access to Broward and Miami-Dade Counties. There are no other vacant sites of this size in the South Florida Rail Corridor (SFRC) Industrial Corridor, or in the industrial corridor paralleling NW 37 Avenue down to the Miami International Airport.

2. This application consists of two parcels, of which the larger one (28 acres) was the subject of a zoning application in February 2003 by Bell Haven LLC. That zoning application requested a re-zoning from BU-1, BU-2, AU and IU-1 to IU-2. The application was approved with a change to IU-1, a lesser-included district. After that approval was granted, several hundred mobile homes located on the eastern parcel were removed to allow for the creation of an industrial park. A three-year period is not long enough to presume a lack of long-term need for this large industrial parcel. Placing a commercial use on this site that does not require 35 acres and would not generally use the rail transport system adjacent to the site, would be a shortsighted reaction to the current cycle of economic disinvestment along this corridor.
3. The Department supports the retention of this site for industrial development. The proposed use can and should be located on a site that is already designated “Business and Office”, of which there are several along this corridor, and several more opening up inside the Hialeah Park Development of Regional Impact (DRI) within the City of Hialeah several miles to the west. Industrial activities are more compatible with the surrounding development to the south, southeast and southwest. A wide buffer strip of existing “Business and Office” designated land already exists to the north along both sides of NW 79 Street.

Moreover, a study done by DP&Z in 2005, which traced the history of vacant and in-use industrial land between 1994 and 2003 revealed that over that time period, vacant industrial land declined from 9,382 acres to 4,673 acres. Most of this drop (3,412 acres) in the supply of industrial land occurred in the North and North-Central Tiers of the County, where this application is located. Of the vacant land in 1994, 17 percent was developed for industrial use, 23 percent changed to a non-industrial use, and the remainder, 60 percent, remained vacant. Most of the land changed to a non-industrial use went to some type of commercial activity but more recently, due to the tight supply of residential land, industrial land is being purchased for residential uses. If this rate of utilization (approximately 467 acres per year) were to continue for the next 10 years, then the supply of industrial land throughout the County would be exhausted. An adequate supply of industrial land is necessary for an area to develop a balanced economy through expansion of those industries that require such land.

4. In the long-term, the CDMP identifies this area for transit-oriented development. This application site is located adjacent to Northside Metrorail station, and the Tri-Rail Metrorail station is a little more than one-quarter of a mile to the west, co-located with a SFRTA Tri-Rail station. An Amtrak station lies about one-third of a mile to the northwest as well. The two Metrorail stations are the focal points for two designated Community Urban Centers (CUCs) on the Land use Plan (LUP) map. As such, about

75% of the site will be within the radii of one or both CUCs, which the CDMP defines as normally between 700 to 1800 feet, but up to a half-mile (2140 feet) if recommended by the professional area plan for the CUC. Area plans for these two CUCs have not yet been scheduled. CUCs should be planned and designed to serve a local community, and have as their focus the mass transit stop in their center. Mixed commercial, office and residential uses should be located near the core, where commuters and residents can easily access them from the transit stop and local residential blocks, and medium-high density residential should fill in the remainder of the radius. Of course, this is an ideal paradigm, and not every site will be able to be developed in this manner. However, the initial site plan for this application proposed a Floor Area Ratio (FAR) of 0.25 at most, which is low even for a suburban intensity, and totally unsuited for this urban corridor. The maximum FAR in the Urban Infill Area is 2.0. Community Urban Centers should average an FAR of not less than 1.5 at the core adjacent to transit station sites and should taper to an average of approximately 0.5 at the edge. With the rapid depletion of available vacant land within the Urban Development Boundary, approvals at suburban intensity should not be granted within urban areas, especially not within the radius of a CUC. As well, a single use, big box retail store that does not promote mass transit nor pedestrian use by its customers is not the type of development that should be encouraged or allowed in the radius of a CUC.

This site should remain designated for industrial development to provide land for these needs. Alternatively, given that the application site falls within the CUC radii of two Metrorail stations, any contemplated change in the future development patterns in this area should be transit supportive and consistent with CDMP policy to develop the area around the two Metrorail stations as Community Urban Centers, in accordance with a subsequent area plan.

5. The 79th Street Corridor was the subject of a study headed by the architectural firm of Zyscovich, assisted by Kimley Horn and Associates, Gunster-Yoakley and Hammer, Siler, George and Associates. This study is the result of a neighborhood initiative, led by a partnership of Coalition members with substantial expertise in community economic development: the Urban League of Greater Miami, Inc., Miami-Dade Neighborhood Housing Services, Inc. and Dade Employment and Economic Development Corporation (DEEDCO). This Initiative has the goal of transforming the western portion of the 79th Street Corridor (NW 22nd Avenue to NW 42nd Avenue) from a fragmented set of residential, commercial, and industrial sites with a reputation for being dangerous and undesirable, into a cohesive neighborhood. The study was funded in 2002, and in December, 2003, Zyscovich submitted their Final Draft of the 79th Street Corridor Redevelopment Plan for the area bounded by NW 87 Street on the north, NW 22 Avenue on the east, NW 71 Street on the south, and NW 42 Avenue (E 8 Avenue in Hialeah) on the west.

In the Redevelopment Plan, three potential development concepts/projects were identified to provide catalysts that are based on market analysis, proximity to existing and planned corridor infrastructure assets and existing land uses. The projects are strategically located

within the Study Area so that, upon their completion, the projects will generate future infill development and result in the full revitalization of the area. The concepts include transit-oriented redevelopment for the Northside Shopping Center, and for the areas surrounding the Tri-Rail/Metrorail/Amtrak Stations, and new industrial development. Their conclusion from the market assessment indicated that the strongest economic market within the study area is industrial, and one of the recommendations that came from the analysis was to assemble properties to create large contiguous development parcels. This application consists of only 2 parcels, one of 28 (+-) acres and one of 7 (+-) acres, and together form exactly the type of industrial site recommended by the market analysis.

6. This application is located in the premium rail transit corridor between the Northside (adjacent to the east) and Tri-Rail (1200' to the west) Metrorail stations, and about 1/3 mile from Tri-Rail and Amtrak stations to the west as well. One bus line, the 112 (L) runs along NW 79 Street at this point, with 10-12 minute headways all day, and another bus line, the 32, runs along NW 32 Avenue with 15 and 20 minute headways. This application does meet the requirements for transit and pedestrian access in Land Use Element Objective 7, which promotes transit-oriented development. Employees of either a commercial or industrial use on this site would have easy access to multiple mass transit options, however, customers of a commercial use would not generally be using the rail lines to come and go from this site, they would instead be adding to automobile traffic along this corridor.
7. The application has no known impact on historic or environmental resources, and the solid waste, water and wastewater capacities are all sufficient to handle the impacts of the proposed application. Maintaining its designation of "Industrial and Office", however, would have a much more limited impact on public services than the proposed redesignation. The Miami-Dade Fire-Rescue Department indicated that a severe impact to fire and rescue services could occur if the proposed redesignation is approved. A significant impact would be created if the site were to be developed with residential uses, as allowed under the "Business and Office" designation, with a maximum potential of 2,011 homes adding an estimated 866 students to the local schools.

Study Area B Description

Study Area B consists of an area of approximately 22.75 square miles located in northeastern Miami-Dade County. This study area is bounded generally by NW 103 and NW 106 Streets on the north, W Okeechobee Road (State Road [SR] 27) on the southwest, the Palmetto Freeway (SR 826) on the west, Interstate 95 (to NW 95 Street) and NW 27 Avenue on the east, and SR 112 on the south. About one-third of the study area is unincorporated, with the western half of the area lying within the City of Hialeah, and the south-eastern corner, about one-sixth of the study area, is in the City of Miami. There are three application sites in this area, all on the south side of NW 79 Street between NW 22 and NW 37 Avenues. (See Figure B-1)

Application No. 5 is a small scale amendment requesting redesignation of 2.7 acres, containing parts of five separate parcels, from “Industrial and Office” to “Business and Office”.

Application No. 6 is a small scale amendment requesting redesignation of a 2.07 acre site from “Business and Office” and “Industrial and Office” to “Business and Office”. The northern half of the property is already designated as “Business and Office”, and the applicant wishes the whole site to be so designated.

Application No. 7 is a standard amendment requesting redesignation of a 34.58 acre site from “Industrial and Office” to “Business and Office”.

Environmental Conditions and Considerations

Natural land elevations in Study Area B generally range from 5 to 10 feet above mean sea level (msl). As the Study Area is largely developed, the original soils have been altered or covered with fill materials consisting of stony/loamy material referred to as Urban Land soil. This soil type is present at all three application sites.

Flood Protection

The application sites are located in Drainage Basin C-7 (Little River Canal). The sites lie within Federal Flood Zone X, which indicates that the sites are at or above the 500-year flood plain. Study Area B is not located in any Hurricane Evacuation Zone.

Development of properties located within flood zones is based on the requirements of Chapter 11C of the Miami-Dade County Code. A Surface Water Management Permit may be required if any of these applications result in a total impervious area of 2 or more acres. For flood protection, the applicant will be required to retain the 5-year storm on site and develop the property based on in accordance with applicable regulations.

The Army Corps of Engineers, the Florida Department of Environmental Protection, and the South Florida Water Management District may require permits for the proposed projects. It is the applicant’s responsibility to contact these agencies.

Table B-1
Environmental Conditions

	Application Number		
	5	6	7
<u>Soils</u>	Urban Land	Urban Land	Urban Land
Depth of Organic Soils	NA	NA	NA
Drainage Characteristics	Moderately well drained	Moderately drained	well Moderately well drained
<u>Ground Elevation</u>	5-10 feet	5-10 feet	5-10 feet
<u>Flood Protection</u>			
County Flood Criteria	+7.0 feet	+7.0 feet	+7.0 feet
Drainage Required On-Site	Five year storm retention	Five year storm retention	Five year storm retention
Drainage Basin	C-7 (Little River Canal)	C-7 (Little River Canal)	C-7 (Little River Canal)
Federal Flood Zone	X	X	X
Hurricane Evacuation Requirements	NO	NO	NO
<u>Biological Conditions</u>			
Wetlands Permits Required	NO	NO	NO
Native Wetland Communities	NO	NO	NO
Natural Forest Communities	NO	NO	NO
Endangered Species Habitat	NO	NO	NO
<u>Other Considerations</u>			
Within Wellfield Protection Area	NO	NO	NO
Archaeological/Historical Resources	Low Probability	Low Probability	Low Probability

Source: Miami-Dade County Department of Environmental Resources Management; Office of Community and Economic Development, Office of Historic Preservation; Department of Planning and Zoning, 2005.

Wetlands

The application sites are not located in any wetland drainage basins.

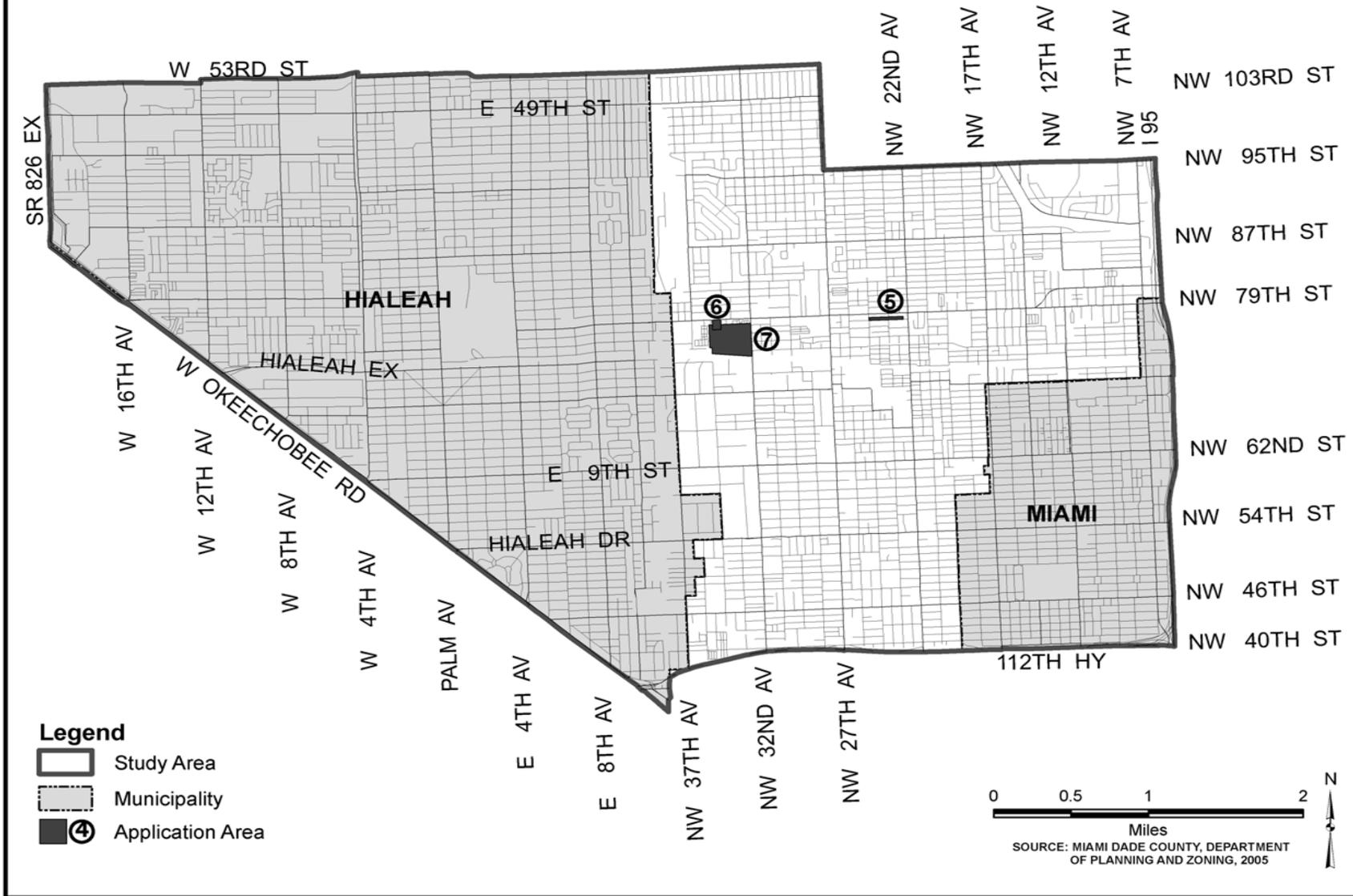
Forest Resources

All three of the applications in this study area contain tree resources which cannot be removed without permits from DERM prior to removal. Applicants are advised to contact DERM staff for permitting procedures and requirements prior to development of site landscaping plans. All new development must also comply with the Miami-Dade County Landscape Ordinance (95-222) and Landscape Manual (R-90-96) regulating landscaping. Any tree mitigation necessary will be addressed in the Class IV Wetland Permit.

Historical and Archeological Resources

The Office of Historic Preservation has determined that none of the three application sites contain any areas of archaeological or historical importance.

Figure B-1
LOCATION: Study Area B (MSA's 4.2 & 4.3)



Land Use Patterns Within Study Area B

Study Area B is located in north central Miami-Dade County, is almost entirely developed and contains few large vacant tracts. Residential uses dominate, representing approximately 55 per cent of the developed area, with business and industrial uses comprising approximately 30 per cent. Transportation infrastructure occupies the majority of the remainder of the developed land. The significant commercial districts in the study area are the Westland Mall area in Hialeah immediately east of the Palmetto Expressway (SR 826) along NW 103 Street (Hialeah W 49 Street), and the commercial strips along the NW 27 Avenue, NW 79 Street and NW 7 Avenue corridors. Industrial uses are generally located between NW 39 Avenue (East 10 Avenue in Hialeah) and NW 32 Avenue from SR 112 extending north to NW 79 Street. These industrial uses are provided with significant rail infrastructure in the FEC (east-west), the CSX (north-south) railroads and the Metrorail and Amtrak corridors giving the study area significant north-south and east-west rapid transit service. The study area boasts seven Metrorail stations along the Metrorail corridor extending from SR 112 northward along NW 27 Avenue to NW 79 Street then westward to the last station at NW 79 Avenue and the Palmetto Expressway. There is also an Amtrak rail station at NW 37 Avenue between NW 87 Street and NW 96 Street, and two Tri-Rail stations along the CSX railroad at NW 46 Street and NW 79 Street.

The character of Study Area B is dominated by older residential neighborhoods, and the housing types are primarily single-family with multi-family developments. Most of the multi-family developments occur within the City of Hialeah, but others lie adjoining major commercial developments and throughout the study area along the main transportation corridors. A summary of the existing land uses adjacent to the three application sites in Study Area B is presented in Table B-2.

Table B-2
Existing Land Uses Within and Adjacent to Applications

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
5	Light Industrial, and Vacant (IU-1)	Baptist & Methodist churches and Vacant (BU-2)	Shell and Texaco Gas stations, Auto Sales, Vacant (RU-4M)	Single Family Residential, Light Industrial, Bob Cat Service	Auto Parts Supplies and Repairs and Vacant, (BU-2, IU-1 & RU-4M)
6	Vacant (RU-4A & BU-2)	Auto Sales, Auto Parts Supplies	Vacant (IU-1 & BU-2)	Vacant (IU-1)	Mobile Home Park, Motel, Restaurant
7	Vacant (IU-1)	Auto Sales, Auto Parts Supplies, Single Family Residential, Vacant (RU-4A & BU-2)	Single and Multi-Family Residential, Metrorail Station, Auto Sales, Restaurant, Light Industrial, Vacant (IU-1 & RU-3B)	Railroad, Light Manufacturing, Auto Parts Supplies	Mobile Home Park, Motel, Restaurant

Note: Zoning on vacant parcels is noted in parentheses ().

Future Land Use Patterns: The future development pattern promoted for this area by the CDMP Land Use Plan (LUP) map provides primarily for the retention and protection of existing residential neighborhoods and industrial districts, with infill of like development on the vacant sites in the residential neighborhoods, industrial districts, and the commercial strips located along main transportation corridors. The LUP map also reflects the development plans adopted by the municipalities located in the study area. Consistent with the pattern of existing development, much of the study area is planned to remain residential at varying densities, with higher densities planned within the City of Miami, around the Westland Mall area in Hialeah, and at the Hialeah Race Track site, for which a development plan has been submitted. The Westland Mall area is designated a Metropolitan Urban Center, which would be a natural evolution of its current pattern of business uses flanked by medium to high intensity residential uses. A total of seven stations along the Metrorail corridor lie within Study Area B, each identified and designated as the center of a Community Urban Center, promoting compact development with intense uses planned and designed to serve a local community.

Application No. 5

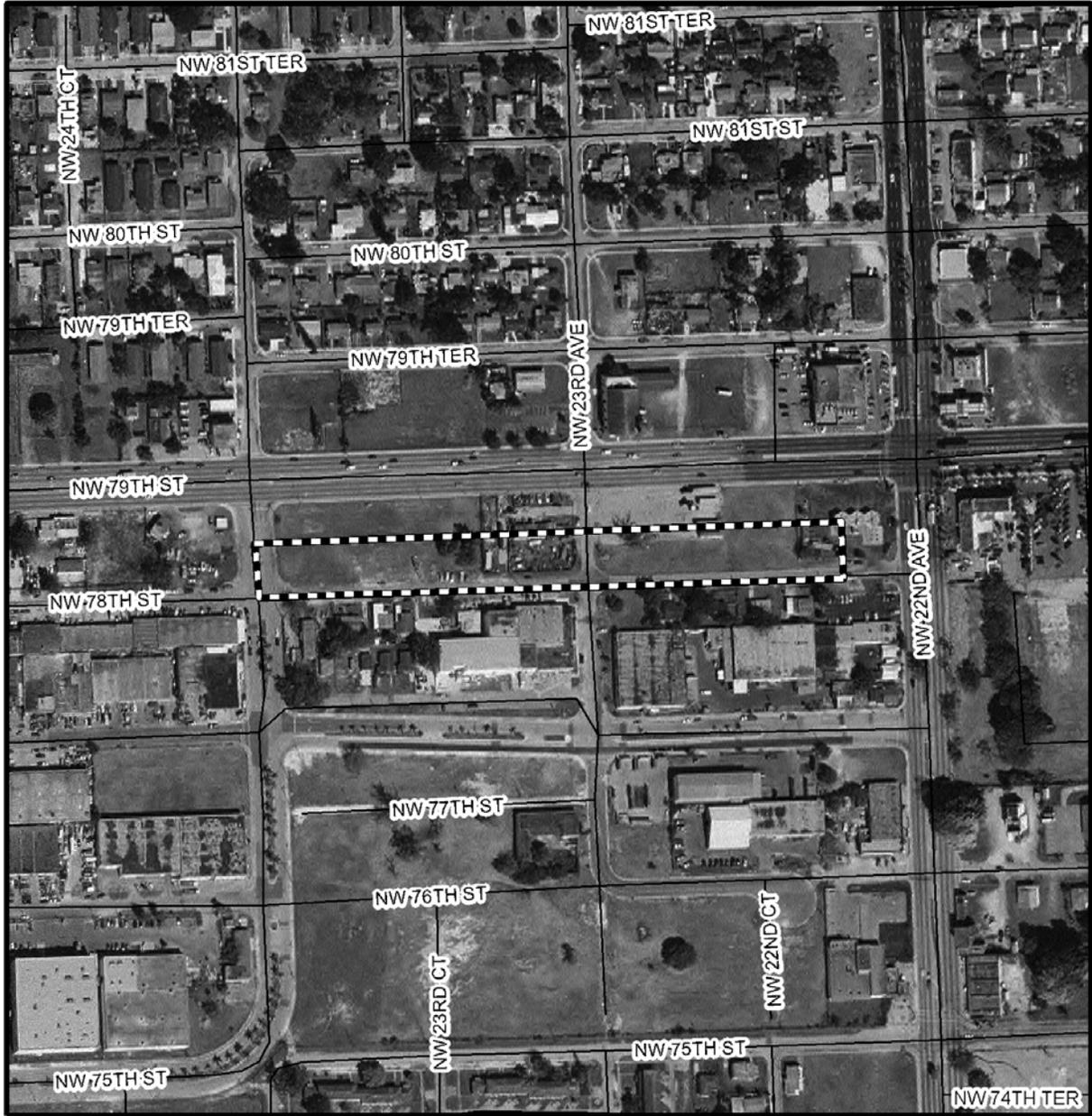
This application site contains approximately 2.7 acres located between NW 22 Avenue and NW 24 Avenue and extends approximately 90 feet north from NW 78 Street, as shown in Figure B-2. Application No. 5 requests that the site be redesignated from “Industrial and Office” to “Business and Office”.

Existing Land Use Patterns: The existing land use patterns and the current zoning promoted by the LUP map are presented in Figures B-2, B-3 and B-4. The application site is mostly vacant and located in an older neighborhood with a variety of land uses. A welding shop occupies the northwest corner of NW 23 Avenue and NW 79 Street. The area immediately north of the site between NW 22 Avenue and NW 23 Avenue is vacant and currently used for trailer storage, while further north across NW 79 Street are the John Leslie Methodist Church, a Baptist church, a coin laundry, a supermarket and vacant lots. Adjacent to the site on the east is a Shell gas station and further east a Texaco gas station, Low Price Auto Sales and a vacant lot. The neighborhood south of the site contains a mixture of single-family residences, some of which are boarded up and appear vacant, vacant lots, and light manufacturing facilities including Universal and Ornamental Welding and Orange Steel Ornamental. A tire repair shop, several automotive parts supply stores, Agreda Marble and Granite, and a vacant store space are located west of the subject property on a commercial strip along the south side of NW 78 Street west of NW 24 Avenue.

The application site and areas to its south and west have IU-1 (Industry-Light) zoning and the Business and Office strip to the north is primarily zoned BU-2 (Business-Special). The areas abutting NW 22 Avenue, south of NW 78 Street, include zoning districts BU-2, BU-3 (Business-Liberal) and RU 4M (Modified Apartment House 35.6 units per net acre).

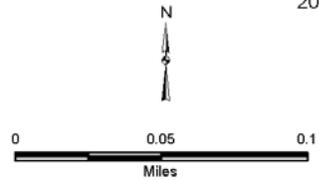
Future Development Patterns: The LUP map designates the application site and areas to the immediate west and south as Industrial and Office, while Business and Office designations are located to the north and east. The Business and Office designations are located on strips of land

Figure B-2
AERIAL PHOTO: APPLICATION NO. 5



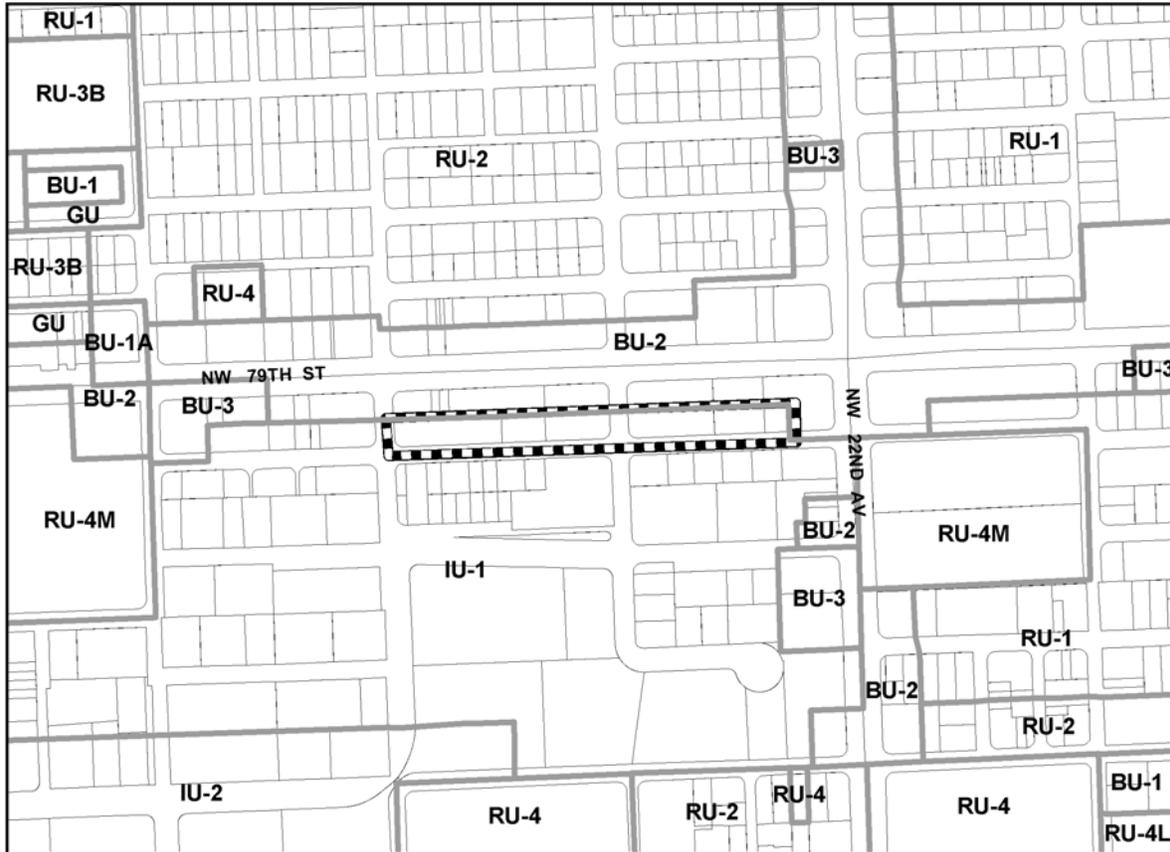
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure B-3
APPLICATION NO. 5
CURRENT ZONING MAP



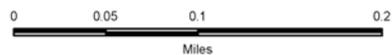
APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3B BUNGALOW COURT 10,000 SQ. FT. NET
- RU-4 APARTMENTS 50 UNITS / NET ACRE
- RU-4L LIMITED APARTMENTS HOUSE 23 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL
- BU-3 BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR LOTS

MIAMI-DADE ZONING DISTRICTS (cont'd)

- IU-1 INDUSTRIAL-LIGHT
- IU-2 INDUSTRIAL-HEAVY



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



along NW 79 Street and along NW 22 and NW 27 Avenues. Parcels located immediately east of NW 22 Avenue and south of NW 79 Street are designated “Medium Density Residential” (13 to 25 DU/AC), beyond which are “Low-Medium Density Residential” (5 to 13 DU/AC) parcels. That portion of the CDMP LUP map which depicts the area surrounding this application site is included as Figure B-5.

Application No. 6

Application No. 6 contains 2.07 acres, is located on the south side of NW 79 Street at theoretical NW 34 Avenue and is approximately 300 feet square, as shown in Figure B-6. The application requests that the site be redesignated from “Business and Office” and “Industrial and Office” to “Business and Office”.

Existing Land Use Patterns: The existing land use patterns and the current zoning promoted by the LUP map are presented in Figures B-6, B-7 and B-8. The application site is vacant with vacant land to its immediate east and south that extends south to the FEC railroad right-of-way. This neighboring parcel also has an application in the October 2005 amendment cycle requesting a CDMP designation change from “Industrial and Office” to “Business and Office”(see Application No. 7). West of the site are located the Miami Heights MHP Motel, a trailer park and the Sea Horse Restaurant. North of the application site is a commercial strip including a Mobile gas station, the Cow Boy Center, a One United Bank, several auto sales facilities, and a vacant lot at the northeast corner of NW 79 Street and NW 36 Avenue. The area north of the commercial strip is occupied by single-family homes.

The southern portion of the site is zoned RU-4A (Apartments 50 DU/AC, hotel/motel 75 DU/AC). A parcel of equal north-south depth to the application abuts the western boundary of the site and is zoned BU-1 (Business-Neighborhood). The “Business and Office” designated area along NW 79 Street has BU-2 (Business-Special), BU-3 (Business-Liberal) and BU-1A (Business-Limited) designations.

Future Development Patterns: The CDMP Land Use Plan map designates the strip of land along both sides of NW 79 Street, from NW 36 Avenue extending eastward to Biscayne Bay, as “Business and Office”. On the south side of NW 79 Street in the vicinity of the application site this “Business and Office” designation is approximately 150 feet deep and encompasses the northern portion of the site. The remainder of the site and the adjoining lands south of the “Business and Office” strip are designated “Industrial and Office”. The area north of the “Business and Office” strip is designated “Low Density Residential” (2.5 to 6 DU/AC). That portion of the CDMP LUP map which depicts the area surrounding this application site is included as Figure B-9.

Application No. 7

Application No. 7 contains 34.58 acres and is located between theoretical NW 78 Street and the FEC railroad right of way, and between NW 32 Avenue and theoretical NW 35 Avenue, as shown in Figure B-6. The application requests that the site be redesignated from “Industrial and Office” to “Business and Office”.

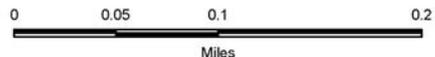
Figure B-4
APPLICATION NO. 5
EXISTING LAND USE MAP



APPLICATION AREA

2005 EXISTING LAND USE

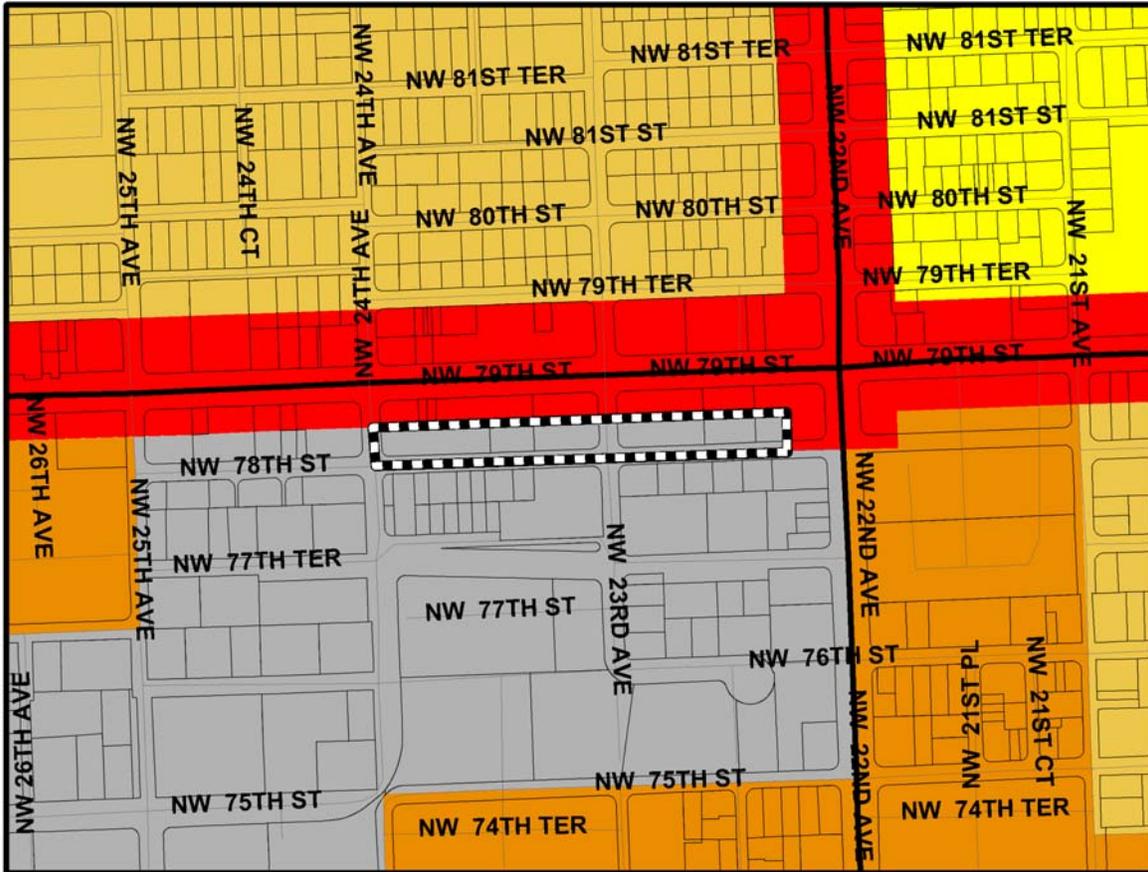
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- MOBILE HOME PARKS
- LOW-DENSITY MULTI-FAMILY
- TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- VACANT, GOVERNMENT OWNED
- VACANT, UNPROTECTED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure B-5
APPLICATION NO. 5
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



MEDIUM DENSITY RESIDENTIAL (MDR) 13-25 DU/AC



INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE

STREETS



MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Existing Land Use Patterns: The existing land use patterns and the current zoning promoted by the LUP map are presented in Figures B-6, B-7 and B-8. The application site and land to its immediate north abutting the south side of NW 79 Street are vacant. On the north side of NW 79 Street are commercial uses, including a Mobile gas Station, the Cow Boy Center, One United Bank, and several auto sales facilities, beyond which are single-family homes. To the west of the site is located a mixture of residential and commercial uses, including the Miami Heights MHP Motel, a trailer park, the Sea Horse Restaurant, warehouses, and the Auto & Truck Storage. The site's southern boundary abuts the FEC railroad right-of-way beyond which are business and industrial uses, including warehousing and shipping facilities, autos parts supply facilities, a paper recycling plant and a steel fabrication facility. East of the site is the Northside Metrorail station, a mix of single family and multi-family residences, the Gran Parada Dominican Restaurant, some vacant lots (one displaying a sign indicating that the site is earmarked for a gas station), an upholstery establishment, and a truck storage facility. Further east of the application site and north of NW 79 Street is the Northside Shopping Center and the 1st USA Flea Market.

Future Development Patterns: The CDMP Land Use Plan map designates the strip of land along both sides of NW 79 Street, from NW 36 Avenue extending eastward to Biscayne Bay, as "Business and Office". This strip, including the NW 79 Street right of way, is approximately 470 feet wide, and is adjacent to the north boundary of the application site. The application site and adjoining lands to the east, west, and south are designated "Industrial and Office" except for the FEC right-of-way, which is designated "Transportation".

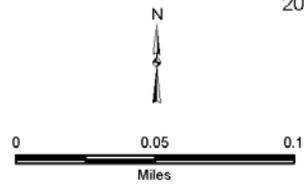
The Northside Metrorail station located immediately east of the application site across NW 32 Avenue is designated as the center of a Community Urban Center. This Community Urban Center designation promotes compact and intense development around the station that is planned and designed to serve a localized community. That portion of the CDMP LUP map which depicts the area surrounding this application site is included as Figure B-9.

Figure B-6
AERIAL PHOTO: APPLICATION NOS. 6 & 7



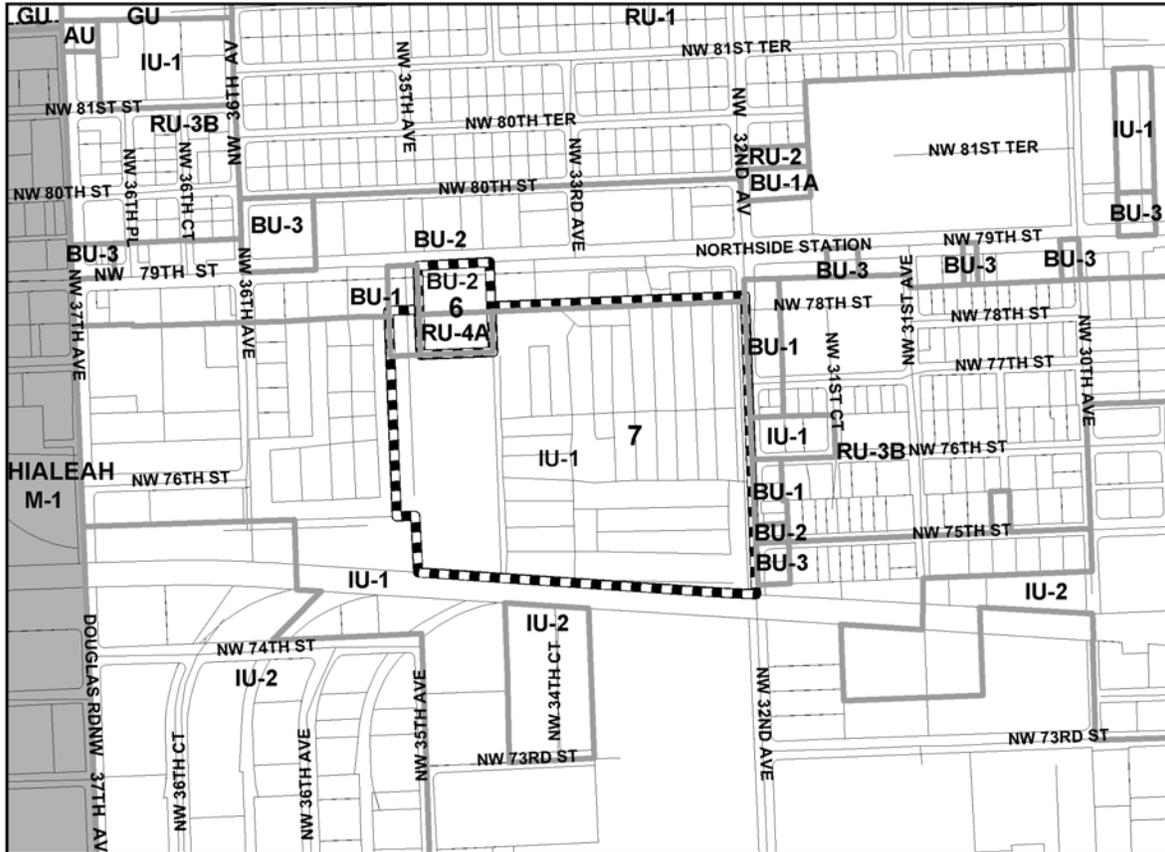
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure B-7
APPLICATION NOS. 6 & 7
CURRENT ZONING MAP



-  7 APPLICATION AREA AND NUMBER
-  MUNICIPALITY

MIAMI-DADE ZONING DISTRICTS

- AU AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3B BUNGALOW COURT 10,000 SQ. FT. NET
- RU-4A APARTMENTS 50 UNITS / NET ACRE, HOTELS / MOTEL
75 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL
- BU-3 BUSINESS - LIBERAL (WHOLESALE) INCLUDES
MECHANIC GARAGE AND USED CAR LOTS
- IU-1 INDUSTRIAL-LIGHT
- IU-2 INDUSTRIAL-HEAVY

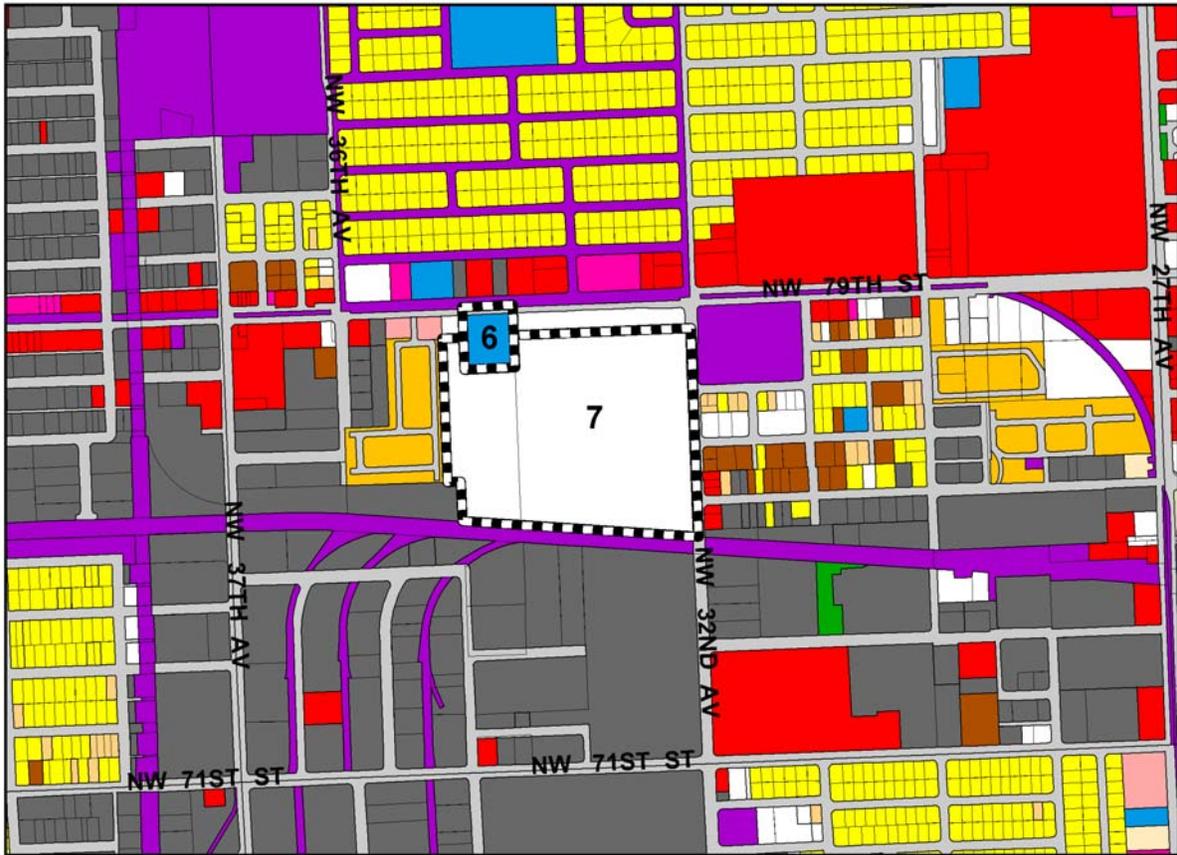
CITY OF HIALEAH ZONING DISTRICTS

- M-1 INDUSTRIAL DISTRICT



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2006

Figure B-8
**APPLICATION NOS. 6 & 7
 EXISTING LAND USE MAP**



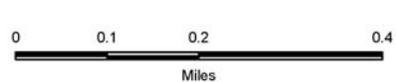
 APPLICATION AREA

2005 EXISTING LAND USE

-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  MOBILE HOME PARKS
-  LOW-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS

2005 EXISTING LAND USE (cont'd)

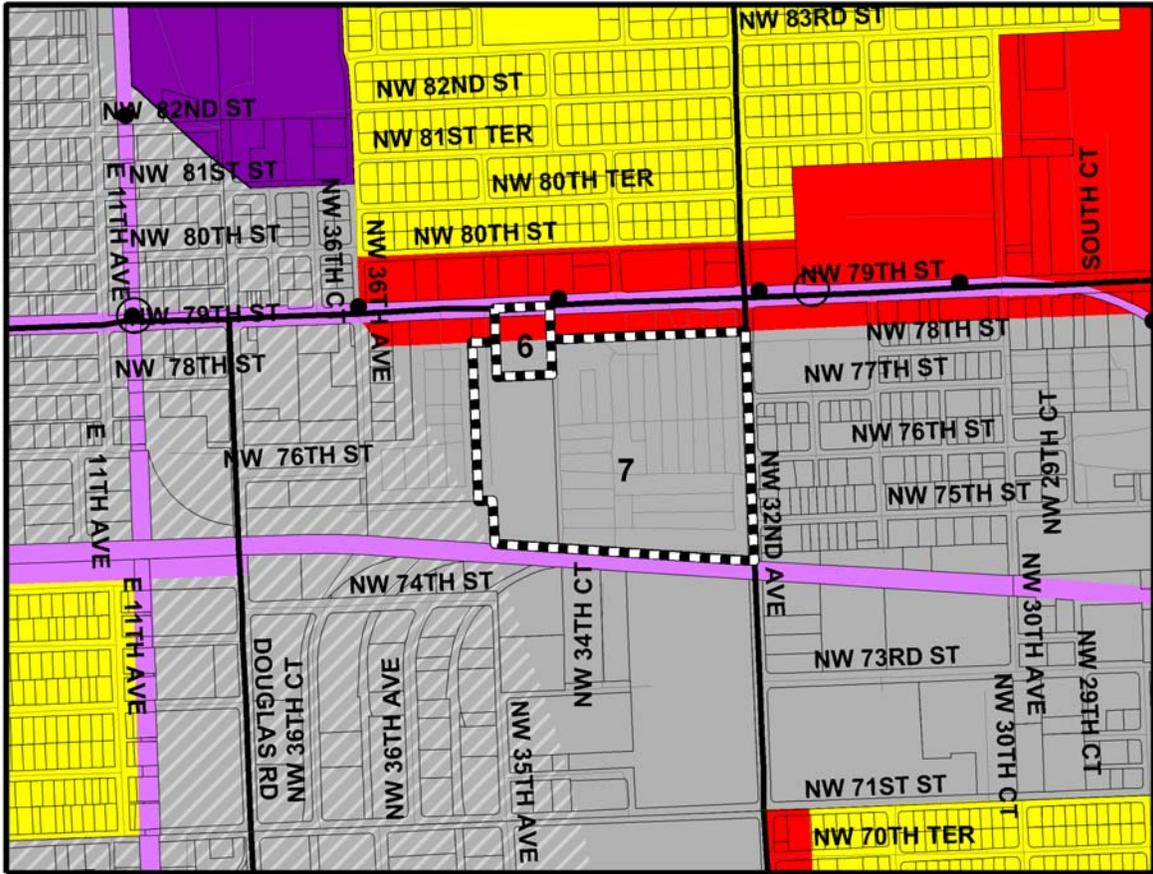
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, GOVERNMENT OWNED
-  VACANT, UNPROTECTED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
 OF PLANNING AND ZONING, 2005



Figure B-9
APPLICATION NOS. 6 & 7
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



INDUSTRIAL AND OFFICE



RESTRICTED INDUSTRIAL AND OFFICE



BUSINESS AND OFFICE



TRANSPORTATION



TERMINALS



EXISTING RAPID TRANSIT



COMMUNITY URBAN CENTER

STREETS



MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Supply and Demand for Residential Land

Vacant residential land in Study Area B (Minor Statistical Areas 4.2 and 4.3) in 2005 is estimated to have a capacity for about 4,700 dwelling units, of which about 62 percent is for single-family type units. The annual average demand is projected to increase from 292 units per year in the 2005-2010 period to 1,077 units per year in the 2020-2025 period. An analysis of the residential capacity without differentiating by type of unit shows absorption occurring in the year 2017 (See Table B-3). About 65 percent of the projected demand is for single-family type units, and this land is projected to be absorbed by the year 2016. The supply of multifamily land is projected to accommodate demand beyond 2018.

Table B-3
Residential Land Supply/Demand Analysis 2005 to 2025

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTIFAMILY	BOTH TYPES
CAPACITY IN 2005	2,872	1,782	4,654
DEMAND 2005-2010	181	111	292
CAPACITY IN 2010	1,967	1,227	3,194
DEMAND 2010-2015	221	117	338
CAPACITY IN 2015	862	642	1,504
DEMAND 2015-2020	462	214	676
CAPACITY IN 2020	0	0	0
DEMAND 2020-2025	826	251	1,077
CAPACITY IN 2025	0	0	0
DEPLETION YEAR	2016	2018	2017

Residential capacity is expressed in terms of housing units.

Housing demand is an annual average figure based on proposed population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

All three amendments in Study Area B propose changing the land use designation from “Industrial and Office” to “Business and Office”. The proposed small scale developments could, if approved, increase the residential supply with up to 180 units, representing less than a one-year increase in residential capacity. If Application No. 7 is approved, and residential development occurs instead of, or in addition to, commercial uses, there is the potential for an additional 2,011 multi-family units in this study area, which would expand the residential capacity substantially.

Supply and Demand for Commercial Land

Study Area B contained 132.6 acres of vacant land zoned for commercial uses in 2004. In addition, there were 1,353.7 acres of in-use commercial land. The average annual commercial absorption rate projected for the 2003-2025 period is 6.51 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2024 (See Table B-4).

Table B-4
Projected Absorption of Land for Commercial Uses
Indicated Year of Depletion and Related Data

Study Area D MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres per Thousand Persons	
					2015	2025
4.2	109.5	454.3	2.43	2025+	6.7	5.6
4.3	23.1	899.4	4.08	2010	7.3	6.8
Total	132.6	1353.7	6.51	2024	7.1	6.3

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, January 2006.

Analysis of the Trade Area

The Trade Area analysis for Application No. 5 shows that the population within a radius of 1.5 miles is sufficient to support a neighborhood type commercial center (See Table B-5 and Figure B-10) such as the proposed project. As of 2004, there were 293.4 acres of in-use commercial land and approximately 69.9 acres of vacant zoned or designated for commercial uses.

Table B-5
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres In Use (2004)
#5	1.5	3,000-40,000	53,356	69.9	293.4

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

The Trade Area analysis for Application No. 6 shows that the population within a radius of 1.5 miles is sufficient to support a neighborhood type of commercial center (See Table B-6 and Figure B-11) such as the proposed project. As of 2004, there were 522.8 acres of in-use commercial land and approximately 36.2 acres of vacant designated or zoned for commercial uses. Most of the vacant parcels are located to the east and south of the application site.

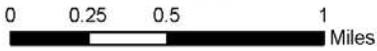
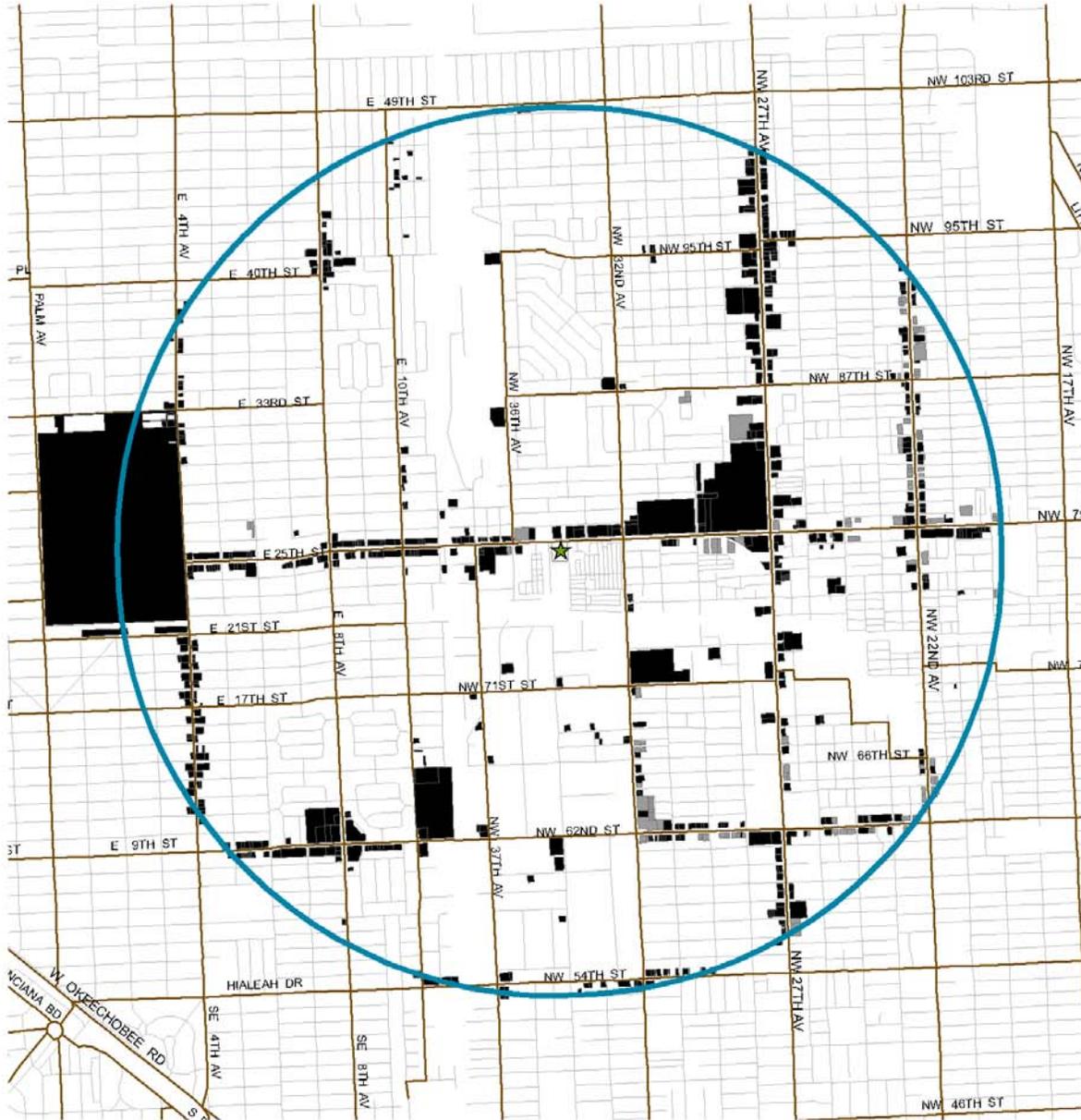
Table B-6
Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres In Use (2004)
#6	1.5	3,000 – 40,000	53,694	36.2	522.8

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

Figure B-11

TRADE AREA MAP: APPLICATION NO. 6



Miami-Dade County
Department of Planning & Zoning
Planning Research Section
February 2006

Supply and Demand for Industrial Land

As of 2004, the existing supply of vacant industrial land in Study Area B (MSAs 4.2 and 4.3) consisted of 102 acres. At the same time there were 1,249.04 acres in industrial uses. The absorption of vacant industrial land over the 2003 to 2025 period is projected at an average annual rate of 1.59 acres. Based on the projected rate of absorption reflecting the past rate of such uses, the existing supply of industrial zoned land in the study area would well beyond 2025 (See Table B-7).

Table B-7

Projected Absorption of Land for Industrial Uses

Indicated Year of Depletion and Related Data				
Study Area B	Vacant Industrial Land 2004	Industrial Acres in Use 2004	Annual Absorption Rate 2003-2025	Projected Year of Depletion
MSA	(Acres)	(Acres)	(Acres)	(Acres)
4.2	80.1	738.65	1.59	2024
4.3	<u>21.9</u>	<u>510.39</u>	<u>0.00</u>	<u>2025+</u>
Total	102.0	1249.04	1.59	2025+

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

Roadways

Existing Conditions

Figure B-12 illustrates the existing arterial roadway network serving this study area. East-west arterials include NW 95, 87, 79, 71, and 62 Streets. North-south arterials include NW 42 (LeJune Rd/SR 953), 37, 32, 27 (SR 9), 22, 17 Avenues. These travel corridors provide accessibility within the study area and to other parts of the County via the Palmetto Expressway (SR 826) to the west, I 95 to the east, and SR 112 to the south.

Table B-8 and Figure B-13 show that traffic conditions on major roadways within the study area are relatively uncongested during peak periods. NW 79 Street between NW 37 and NW 47 Avenues is the only roadway segment operating at LOS E. Roadway segments NW 27 Avenue between NW 103 and NW 79 streets, and NW 42 Avenue between NW 103 and NW 79 streets are operating at LOS D while the remaining roadways are operating at LOS C or B. All roadways within this study area are operating at or above acceptable LOS conditions.

Table B-8
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)

Roadway	Location/Link	Lanes	LOS Std.	LOS
NW 17 Avenue	NW 79 Street to NW 54 Street	4 DV	E+20%	C (04)
NW 27 Avenue/SR 9	NW 103 Street to NW 79 Street	4 DV	E+50%	D (01)
	NW 79 Street to NW 54 Street	4 DV	E+50%	C (04)
NW 32 Avenue	NW 103 Street to NW 62 Street	4 DV	E+50%	C (04)
NW 42 Avenue/Le June Rd/SR 953	NW 103 Street to NW 79 Street	6 DV	E	D (01)
	NW 36 Street to NW 79 Street	6 DV	E + 50	C (01)
NW 62 Street	NW 27 Avenue to NW 17 Avenue	4 UD	E+20%	C (04)
	NW 27 Avenue to NW 37 Avenue	4 UD	E+20%	B (04)
NW 71 Street	NW 27 Avenue to NW 42 Avenue	2 UD	E	B (04)
NW 79 Street/SR 934	NW 37 Avenue to NW 47 Avenue	4 DV	E+50%	E (00)
	NW 27 Avenue to NW 37 Avenue	4 DV	E+50%	C (01)
NW 95 Street	NW 27 Avenue to NW 36 Avenue	2 UD	E	C (04)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, January 2006.

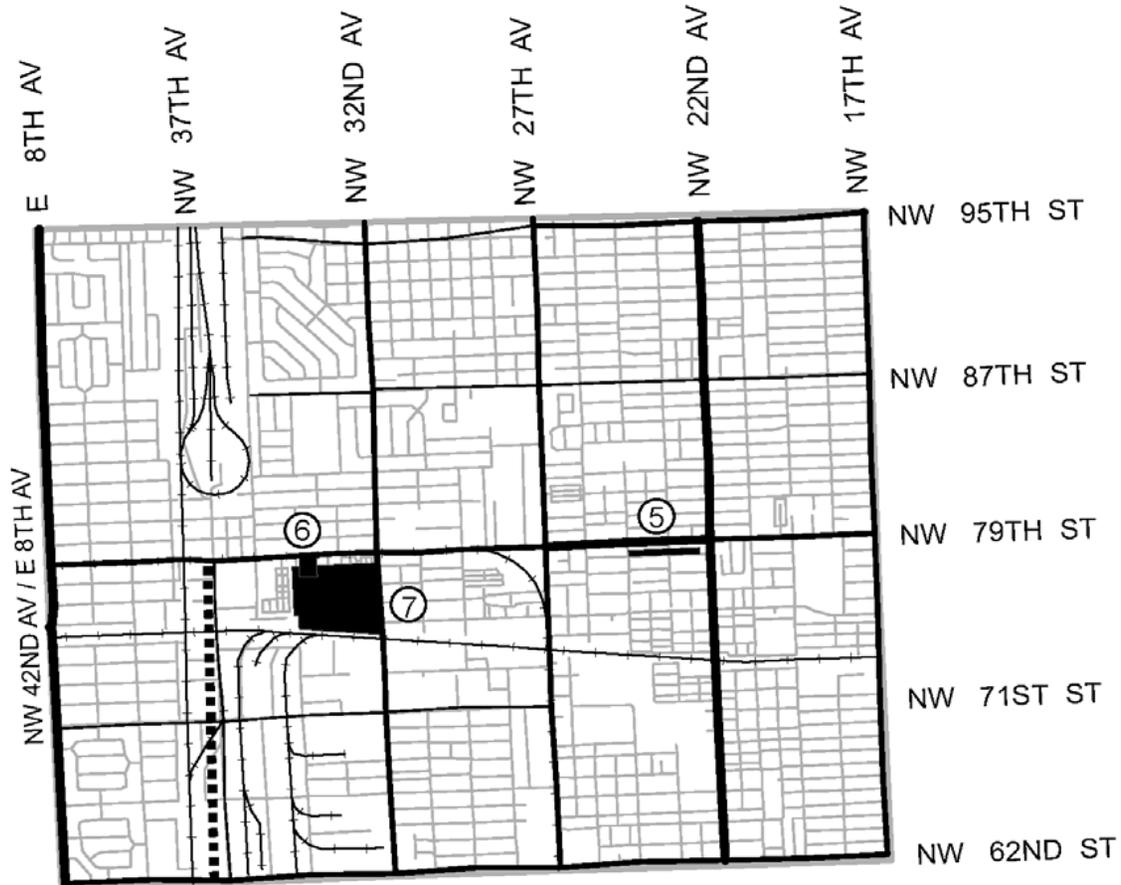
Note: () in LOS column identifies year traffic count was revised/updated

DV= Divided Roadway, UD= Undivided Roadway

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for all State and County roadways.

Figure B-12

ROADWAYS: APPLICATION NOS. 5, 6, & 7



EXISTING ROADWAYS

- 2 LANES
- 4 LANES
- 6 LANES

PROGRAM CAPACITY IMPROVEMENTS (2006 -2010)

- 4 OR 5 LANES

- ⑥ APPLICATION AREA
- ▭ STUDY AREA
- +— RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure B-13

EXISTING ROADWAY LEVEL OF SERVICE: APPLICATION NOS. 5, 6, & 7



EXISTING PEAK PERIOD
LEVEL OF SERVICE (LOS)

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- . - . - . LEVEL OF SERVICE E

- ⑥ APPLICATION AREA
- STUDY AREA
- +—+—+ RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006



Traffic Concurrency Evaluation

The study area is located within the County's adopted Urban Infill Area (UIA), which has been designated as a transportation concurrency exception area. An evaluation of peak period traffic concurrency conditions in this study area as of January 2006, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, indicates that all monitored roadways are projected to operate within acceptable peak period LOS conditions (see Figure B-14). Furthermore, the traffic concurrency evaluation does not identify any arterials that will soon run out of service capacity.

Future Conditions

Table B-9 shows one roadway capacity improvement project for construction within the study area, programmed in the 2006 Transportation Improvement Program (TIP) for the fiscal year 2009-2010. This project will widen NW 37 Avenue, between North River Drive and NW 79 Street, from two to five lanes.

Table B-9
Programmed Road Capacity Improvements
Fiscal Years 2009-2010

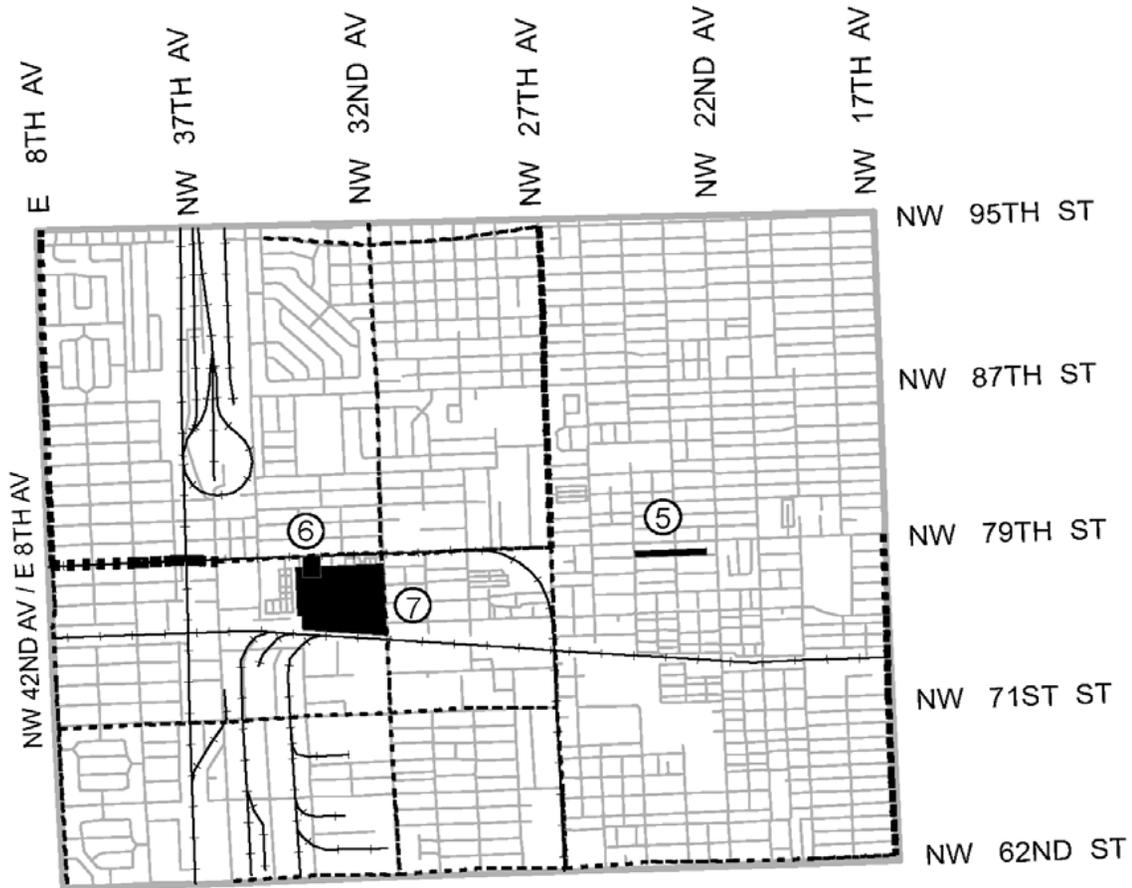
Roadway	From	To	Type of Improvement	Fiscal Year
NW 37 Avenue	North River Drive	NW 79 Street	Widen 2 to 5 lanes	2009 - 2010

Source: Miami-Dade Transportation Improvement Program 2009-2010, Metropolitan Planning Organization, June 2005

Figures B-15 and B-16 show the Planned Year 2015 Roadway Lanes and the Projected Year 2015 traffic conditions, respectively, for the study area. As the figures indicate at the projected configurations a number of roadways will exceed their adopted LOS standards. These include segments of the east-west arterials NW 95, 87, 79, 71 and 62 Streets and north-south arterials NW 42 (LeJune Rd/SR 953), 37, 32, 27 (SR 9), 22 and 17 Avenues. A list of roadway segments in the vicinity of Application Nos. 5, 6, and 7 that are projected to degrade to LOS F by 2015 is given in Table B-10. Any ratio that is in excess of .99 is considered to be LOS F.

Figure B-14

ROADWAY CONCURRENCY LEVEL OF SERVICE: APPLICATION NOS. 5, 6, & 7



PEAK PERIOD ROADWAY CONCURRENCY LEVEL OF SERVICE

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E

- ⑥ APPLICATION AREA
- STUDY AREA
- +— RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure B-15

PLANNED YEAR 2015 ROADWAY LANES: APPLICATION NOS. 5, 6, & 7

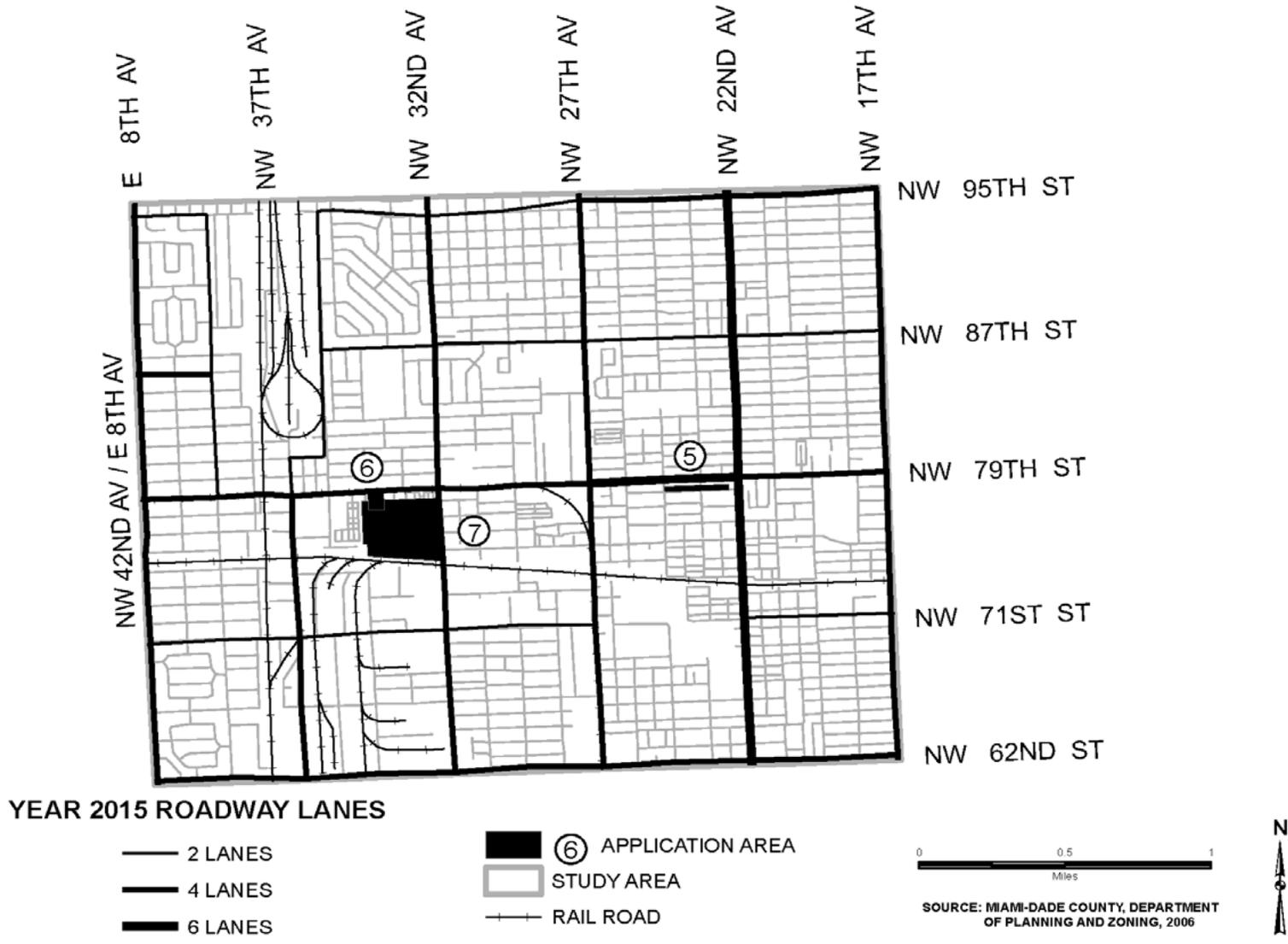
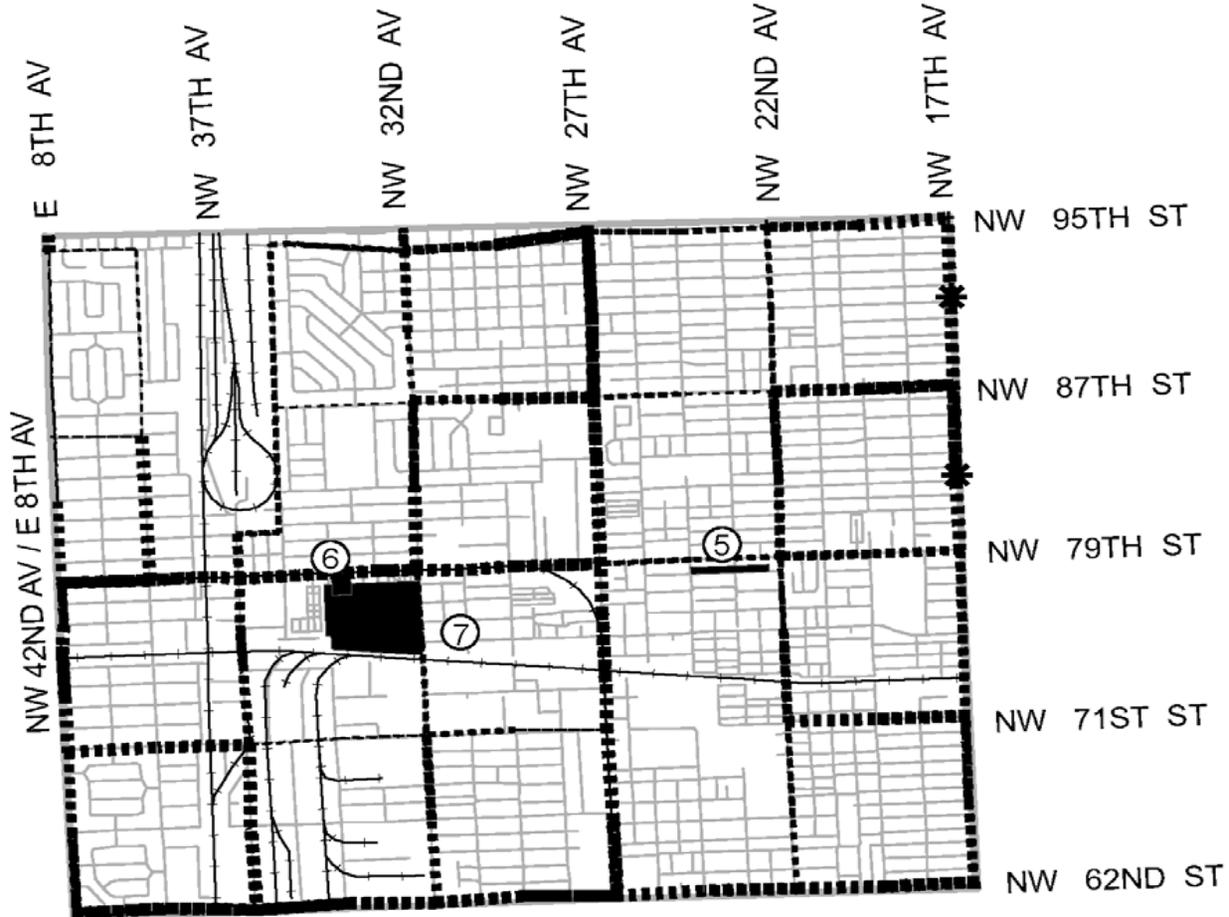


Figure B-16

PROJECTED YEAR 2015 LEVEL OF SERVICE: APPLICATION NOS. 5, 6, & 7



LEVEL OF SERVICE - 2015

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E
- LEVEL OF SERVICE F

- ⑥ APPLICATION AREA
- STUDY AREA
- +— RAIL ROAD
- * LINK VIOLATES ADOPTED LOS STANDARDS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Table B-10
2015 Volume-to-Capacity (V/C) Ratios

Roadway Segment	V/C Ratio Without Application	V/C Ratio With Application 7
NW 17 Avenue, between NW 79 Street and NW 58 Street	0.9 – 1.04	0.9 – 0.95
NW 17 Avenue, between NW 79 Street and NW 100 Street	1.16 – 1.25	1.03 – 1.15
NW 22 Avenue, between NW 79 Street and NW 91 Street	0.88 – 0.93	1.09 – 1.02
NW 27 Avenue, between NW 79 Street and NW 58 Street	1.1 – 1.16	1.04 – 1.17
NW 27 Avenue, between NW 79 Street and NW 95 Street	1.12 – 1.19	1.04 – 1.13
NW 32 Avenue, between NW 79 Street and NW 58 Street	0.93 – 1.06	0.98 – 1.04
NW 32 Avenue, between NW 79 Street and NW 83 Street	1.02	0.99
NW 37 Avenue, between NW 79 Street and NW 58 Street	1.01 - 1.17	0.99 – 1.13
E 10 Avenue, between E 32 Street and NW 79 Street	1.1	1.06
NW 42 Avenue, between NW 58 Street and NW 79 Street	0.93 – 1.04	0.99 – 1.14
NW 42 Avenue, between NW 95 Street and NW 100 Street	1.02 – 1.08	1.03 – 1.1
NW 47 Avenue, between NW 76 Street and NW 79 Street	1.18 – 1.19	1.05 – 1.06
NW 62 Street, between NW 32 Avenue and NW 17 Avenue	1.01 – 1.12	0.87 – 0.95
NW 62 Street, between NW 32 Avenue and NW 42 Avenue	1.24 – 1.28	1.12 – 1.16
NW 71 Street, between NW 32 Avenue and NW 42 Avenue	1.2 – 1.42	1.13 – 1.38
NW 79 Street, between NW 27 Avenue and NW 42 Avenue	1.01 – 1.47	1 – 1.45
NW 87 Street, between NW 27 Avenue and NW 30 Avenue	1.03	1.01
NW 87 Street, between NW 17 Avenue and NW 22 Avenue	1.18 – 1.2	0.76 – 0.77
NW 95 Street, between NW 27 Avenue and NW 30 Avenue	1.14	1.04

Source: Metropolitan Planning Organization, January 2006.

Application Impacts

Application No. 5 is a 2.7-acre site located north of NW 78 Street between NW 22 and 24 Avenues. Access to this site, if approved, would be from these roads. Roadway segments in the immediate vicinity of this site are operating at acceptable levels of service.

Two development scenarios were analyzed for traffic impacts under the requested CDMP land used designation. Scenario 1 assumes that the site would be developed with a shopping center (31,363 sq. ft.). Scenario 2 assumes that the site would be developed with multi-family apartments (108 units). Traffic concurrency analysis of monitored arterials indicates that NW 79 Street segments between NW 27 and NW 37 Avenues, and between NW 13 Court and NW 7 Avenue will operate at LOS C and E respectively without the application, and remain unchanged with the impact of the application. Additionally, NW 17 Avenue between NW 79 and NW 54 Streets will deteriorate from LOS C to LOS D, however, this remains within with the adopted LOS standard of E+20%. Trip distribution and traffic concurrency analysis of the proposed

application determined that the requested land use would not further deteriorate the LOS of NW 17 Avenue or deteriorate the LOS conditions of neighboring roadways. All monitored roadways neighboring the application site are projected to maintain their current acceptable levels of service under both scenarios.

Table B-11 identifies the estimated number of trips that would be generated by development under the requested CDMP land use designation (“Business and Office”) and compares it to the development that could occur under the current designation (“Industrial and Office”). Application No. 5, if developed into a shopping center or MF residential, would respectively generate approximately 101 or 46 additional PM peak-hour trips than under the current CDMP designation.

Application No. 6 is a 2.07-acre site located on the south side of NW 79 Street at theoretical NW 34 Avenue. Access to this site, if approved, would be from NW 79 Street. Roadway segments in the immediate vicinity of this site are operating at acceptable levels of service.

Two development scenarios were analyzed for traffic impacts under the requested CDMP land used designation. Scenario 1 assumes that the site would be developed with a shopping center (36,067 sq. ft.). Scenario 2 assumes that the site would be developed with multi-family apartments (124 units). The traffic concurrency analysis indicates that NW 79 Street segments between NW 27 and NW 37 Avenues, and between NW 37 and NW 47 Avenues, and the NW 32 Avenue segment between NW 62 Street and NW 103 Street will operate at LOS C, E, and C respectively, without the application. These LOS conditions remain unchanged with the impact of the application. It was determined that the requested land use would not deteriorate the LOS conditions of neighboring roadways, all of which are projected to maintain their current acceptable levels of service under both scenarios.

Table B-11 identifies the estimated number of trips that would be generated by development under the requested CDMP land use designation (“Business and Office”) and compares it to the development that could occur under the current designation (“Business and Office” and “Industrial and Office”). Application No. 6, if developed into a shopping center or MF residential, would respectively generate approximately 90 or 17 additional PM peak-hour trips than under the current CDMP designation.

Application No. 7 is a 34.58-acre site located on the southwest corner of NW 79 Street and NW 32 Avenue. Access to this site, if approved, would be from those roads. Roadway segments in the immediate vicinity of this site are operating at acceptable levels of service.

Two development scenarios were analyzed for traffic impacts under the requested CDMP land used designation. Scenario 1 assumes that the site would be developed with a shopping center (585,097 sq. ft.). The traffic concurrency analysis indicates that NW 79 Street segments between NW 27 and NW 37 Avenues, and between NW 37 and NW 47 Avenues, and NW 32 Avenue segments between NW 62 and NW 103 Streets, and between NW 36 to NW 62 Streets will operate at LOS C, E, C, and E respectively, without the application. However, these LOS conditions will deteriorate with the impact of the application to LOS D, E+17.5%, E+4%, and E+3% respectively. These LOS conditions are within the adopted LOS standards of E+50% for all the above roadway segments.

Scenario 2 assumes that the site would be developed with multi-family apartments (2014 units). The traffic concurrency analysis indicates that NW 79 Street segments between NW 27 and NW 37 Avenues, and between NW 37 and NW 47 Avenues, and NW 32 Avenue segments between NW 62 and NW 103 Streets, and between 36 to NW 62 Streets will operate at LOS C, E, C, and E respectively, without the application. These LOS conditions will deteriorate with the impact of the application to LOS D, E+10%, D, and E respectively. These LOS conditions are within the adopted LOS standards of E+50% for all the above roadway segments

Table B-11 identifies the estimated number of trips that would be generated by development under the requested CDMP land use designation (“Business and Office”) and compares it to the development that could occur under the current designation (“Industrial and Office”). Application No. 7, if developed into a shopping center or apartments, would respectively generate approximately 937 or 520 more PM peak-hour trips than under the current CDMP designation.

Table B-11
Estimated Peak Hour Trip Generation By Current and Requested CDMP Use Designations

Application Number	Assumed Use for Current CDMP Use Designation/ Estimated No. of Trips	Assumed Use for Requested CDMP Use Designation/ Estimated No. of Trips	Trip Difference Between Current and Requested CDMP Use Designation
5 (Scenario 1)	Industrial & Office Warehouses (39,204 sq. ft.) 31	- Business & Office – Shopping Ctr. (31,363 sq. ft.) 132	+101
5 (Scenario 2)	Industrial & Office Warehouses (39,204 sq. ft.) 31	- Business & Office – Apartments (108 units) 77	+46
6 (Scenario 1)	Business & Office and Industrial & Office Shopping Ctr. (11,499 sq. ft.) & Warehouses (25,918 sq. ft.) 62	Business & Office – Shopping Ctr. (36,067 sq. ft.) 152	+90
6 (Scenario 2)	Business & Office and Industrial & Office Apartments (52 units) & Warehouses (25,918 sq. ft.) 69	Business & Office – Apartments (124 units) 86	+17
7 (Scenario 1)	Industrial & Office – Warehouses (731,372 sq. ft.) 605	Business & Office – Shopping Ctr. (585,097 sq. ft.) 1542	+937
7 (Scenario 2)	Industrial & Office – Warehouses (731,372 sq. ft.) 605	Business & Office – Apartments (2014 units) 1125	+520

Source: Institute of Transportation Engineers, Trip Generation, and 7th Edition, 2003. Miami-Dade County Public Works Department, January 2006.

Transit

Existing Service

Study Area B is served by Metrobus Routes 12, 17, 21, 22, 27, 27 MAX, 32, 42, 62, the Night Owl, Midnight Owl, and the L. Three passenger rail providers, Miami-Dade Metrorail, the South Florida Regional Transportation Authority Tri-Rail, and the Federal Amtrak interstate service also serve the study area.

Table B-12 below shows the existing service frequency in summary form.

Table B-12
Metro Bus Route Service

Route No.	Peak*	Off-Peak*	Feeder, Local or Express	Proximity in miles to Application.		
				No. 5	No. 6	No. 7
12	30	30	L/F	0	0	0
17	30	30	L/F	0.5	1.25	1.25
21	30	30	L/F	0	0	0
22	15	30	L/F	0	1	1
27	15	15	L/F	0.25	0.5	0.5
27 MAX	15	N/A	E	0.25	0.5	0.5
32	15	30	L/F	0.75	0	0
42	30	30	L/F	1.75	0.75	1
62	10	15	L/F	1	0.75	0.75
Night Owl	N/A	N/A	L/F	0	1	1
Midnight Owl	N/A	N/A	F	0.25	0	0
L	10	12	L	0	0	0

Source: Miami-Dade Transit Agency, February 2006.

Notes: *Peak and Off-Peak time in minutes.

F means feeder service to Metrorail

L means local service route

E means express service

N/A means not available

Future Conditions of the Study Area.

By the year 2015, the truncated Study Area B is projected to experience a population decrease of 2.92%, or 791 less residents and an employment increase of 6.96 %, or 1,829 additional jobs. The projected population and employment increase may warrant improvements to the current transit service in this truncated study area.

Transit improvements to the existing transit service in truncated Study Area B, such as improved headways and extensions to the current routes, are being planned for the next five years as noted

in the 2005 Five-Year Transit Development Plan (TDP) and in the People’s Transportation Program (PTP). Table B-13 shows service improvements programmed for existing routes within truncated Study Area B as well as the new routes proposed for the area.

Table B-13
Planned Transit Improvements

Route	Change Description
L	Improve peak headways from 10 to 7.5 minutes
17	Extend service to the Golden Glades Intermodal Terminal.
21	Extend route from Bunche Park to the future Golden Glades Intermodal Terminal.
22	All night service, every 60 minutes, seven days a week. Serves the Earlington Heights and Coconut Grove stations.
42	Improve peak headways from 30 to 15 minutes.
62	All night service, every 60 minutes, seven days a week. Serves the Dr. Martin Luther King, Jr. station.
27 Ave.	Improve peak headways from 15 to 10 minutes.
MAX	

Source: 2005 Transit Development Program, Miami-Dade Transit, June 2005.

There are no new bus routes programmed to service the truncated Study Area B, although the planned North Corridor extension of the Metrorail to the County Line along NW 27 Avenue will run through the middle of Study Area B. That extension is projected for completion by 2012.

The projected bus service improvements for the truncated Study Area B are estimated to cost approximately \$238,036 in annual operating cost and a one time capital cost of \$254,792 for a total cost of \$492,828. These costs reflect only the cost of that portion of route improvements within the truncated Study Area B.

Applications Impacts in the Traffic Analysis Zone.

An analysis was performed on those Traffic Analysis Zone (TAZs) where applications are located to determine the potential impact of the applications on transit trips. The results for TAZ 414, where Application Nos. 6 and 7 are located indicated that Application No. 6 would not have a significant impact in the number of transit trips in the area. However, Application No. 7 is estimated to produce an additional 382 transit trips. Both applications are within walking distance of the Metrorail line and the TriRail Station. Approval of any or all of these applications would not necessitate transit changes beyond those already planned for the area.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to Study Area B.

Potable Water Service

Potable water for Study Area B is treated at WASD's Hialeah-Preston Water Treatment Plant, which has adequate capacity for all three of the applications being proposed. The Hialeah-Preston plant is supplied with raw water from 45 wells in the Northwest, Hialeah-Preston, and Miami Springs wellfields. These wellfields have a maximum permitted water withdrawal allocation of 235 million gallons per day (mgd) from the South Florida Water Management District. The plant has a permitted treatment capacity of 225 mgd and had an average daily flow of 158.5 mgd during the 12-month period ending November, 2005. The plant currently has approximately 37 mgd, or 16.4 percent of its treatment capacity available to meet increased demands.

At the present time, the potable water systems meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Sewer Service

Study Area B is served by WASD's North District Treatment Plant. The North District Treatment Plant is located at Biscayne Boulevard and NE 151 Street. It has a temporary rated capacity of 112.5 mgd for a maximum of three years and has been operating at 68 percent of that capacity, providing secondary treatment, which is disposed via a 90-inch outfall line to the Atlantic Ocean. A 20 mgd expansion has been authorized by permit no. DC 13-207137. Effluent disposal for the expansion is to be by deep well injection. While the application sites and their surroundings have access to sewer lines, there are other residential and non-residential land uses served by septic tanks, especially to the north of NW 79 Street.

At the present time, the wastewater treatment facilities meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Water and Sewer Improvements

Approximately \$4.35 million in improvements on the Hialeah/Preston Water Treatment Complex was spent between 1999-2005. For the water production and distribution system as a whole, a total of \$360 million was spent during the same period.

As a result of concerns over sewer overflow conditions during major storm events, the County entered into a settlement agreement with the Florida Department of Environmental Protection in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a second and Final Partial Consent Decree in April 1994. Under these

agreements, the County agreed to implement more than \$1.169 billion in improvements to the wastewater collection and treatment system.

Water and Sewer Service to Application Areas

Amendment Application Nos. 5, 6 and 7 are located in Study Area B. The closest available public water supply lines to the application sites are detailed in Table B-14, and the effects of the amendments on water and sewer demand are specified in Table B-15. The source for the water supply is WASD’s Hialeah/Preston Water Treatment Plant, which at this time has sufficient capacity to provide current water demand. Water produced by this plant meets required Primary Drinking Water Standards.

Table B-14
Available Water and Sewer Connections for Applications in Study Area B

Application No.	Distance to Main	Diameter of Main (inches)(1)	Location of Main	Utility (2)
WATER				
5	Adjacent	16	NW 24 Ave	WASD
6	1300'	12	NW 36 Ave	WASD
7	Adjacent	12	NW 32 Ave	WASD
SEWER				
5	Adjacent	10G	NW 24 Ave	WASD
6	1200'	8G	NW 32 Ave	WASD
7	Adjacent	8G	NW 32 Ave	WASD

(1) G = Gravity Main; F = Force Main

(2) Utility Serving Application Area

WASD = Miami-Dade Water and Sewer Department

Source: Department of Environmental Resources Management, 2006

Miami-Dade Water and Sewer Department, 2006

Application No. 5 has a 10-inch gravity main located adjacent to the site at the intersection of NW 78 Street and NW 24 Avenue. Application No. 6 has an 8-inch gravity sewer located approximately 1200 feet east of the site at the intersection of NW 78 Street and NW 32 Avenue. This sewer main will also be the connection for application No. 7.

Sewers in this study area are owned and operated by MDWASD. Pump Station 30-0013 and 30-0001, through which sewer flows generated by the applications would be directed, are operating within the mandated criteria set forth in the First Partial Consent Decree. At this time the North District Treatment Plant has sufficient capacity to treat current discharge, according to DERM.

Table B-15
Water and Sewer Demand for Applications in Study Area B
(in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)
5	3,136
6	3,607
7	58,510

Source: Department of Environmental Resources Management, 2006

WASD’s regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the settlement agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the EPA consent decree.

Furthermore, in light of the fact that the County’s sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

When development plans for the subject property are finalized and upon the owner’s request, WASD will prepare an agreement for water and/or sewer service, provided that they are able to offer those services at the time of the owner’s request. Please note that an alternative water supply plan may be required from the applicants to address adequate water supply for their projects. Prior to approval of a building permit or its functional equivalent, the applicants will need to ensure that adequate water supply will be available for their project.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, this Department issues a periodic assessment of the County’s status in terms of ‘concurrency’ – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly four years (See Solid Waste section in Chapter 2 of this report). Applications No. 5, 6 and 7 lie within the 2005 Urban Development Boundary and the DSWM’s waste service area for garbage and trash collections. Due to the character of the requested amendment,

however, there is no impact on collection services. The closest DSWM facility is the West Little River Trash and Recycling Center at 1879 NW 79 Street. Under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed to use this type of facility. The impact on the disposal and transfer facilities would be the incremental and cumulative cost of providing disposal capacity.

All three applications lie within the 2005 UDB and the DSWM's waste service area for garbage and trash collections. The closest DSWM facilities to each of the applications are as follows:

- Application No. 5 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately one-third of a mile away.
- Application No. 6 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 1.5 miles away.
- Application No. 7 - West Little River Trash and Recycling Center (1830 NW 79th Street), approximately 1.3 miles away.

The impact of these applications on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the users pay for the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities. The DSWM is capable of providing such disposal service for all applications and therefore has no objections to the proposed land use changes. It should be noted that under the DSWM's current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of the West Little River Trash and Recycling Center. Accordingly, the DSWM has no objection to the proposed changes.

Fire and Rescue Service

Study Area B is currently served by Stations 2, 7, 26, 28, 30 and 35 (see Figure B-17). Station 67 is scheduled for completion in FY 2007-08, and will mitigate the impact of these applications on present services.

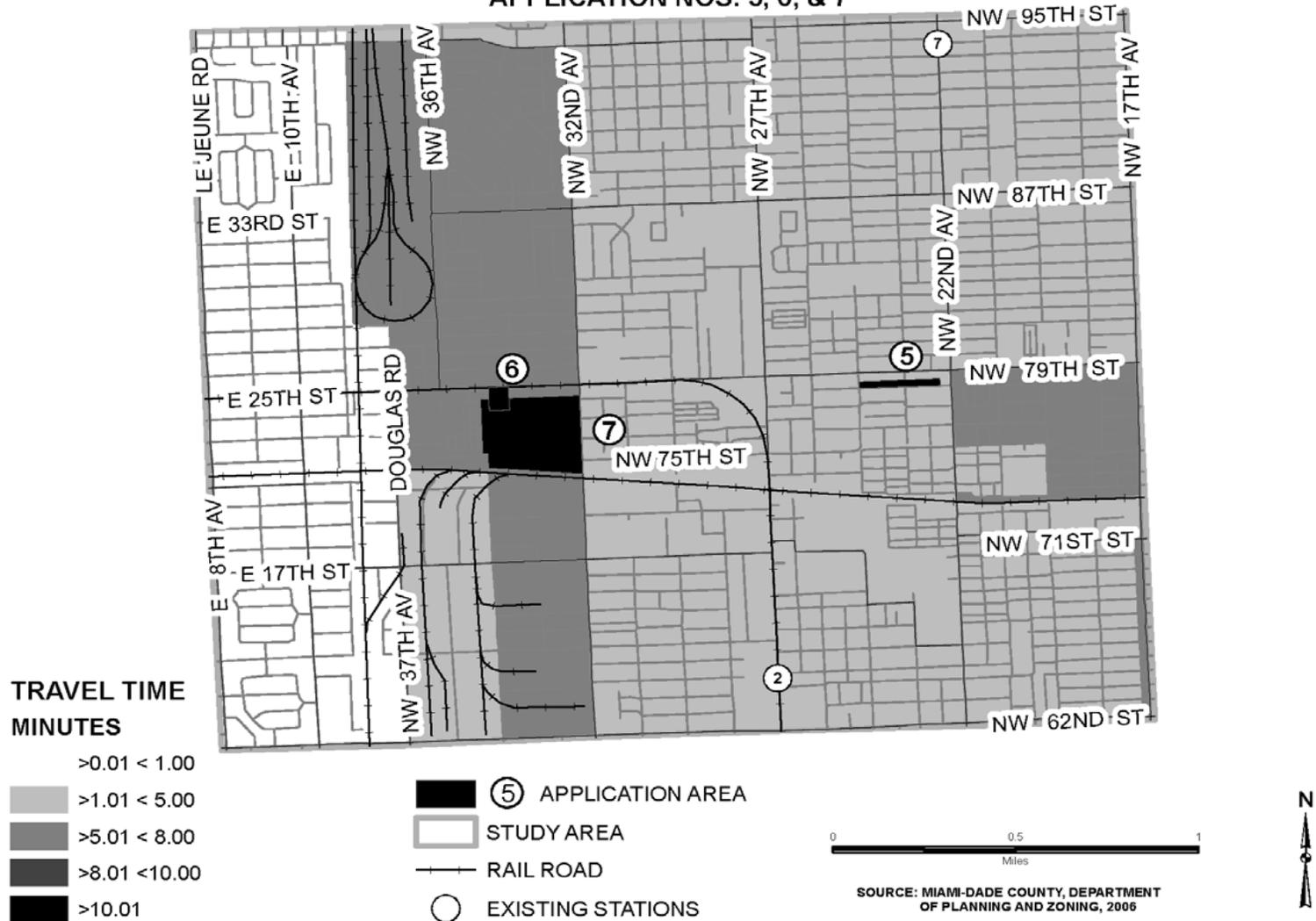
Average travel time to Application No. 5 is approximately 4.5 minutes (4.64 minutes for Life Threatening Emergencies [LTE]), which is considered adequate, according to the Miami-Dade Fire Rescue Department. Approval of the application at its maximum residential density could generate an estimated 27 additional alarms per year, resulting in a moderate impact, which would be mitigated by the completion of Station 67.

Average travel time to Application No. 6 is approximately 6.5 minutes (4.45 minutes for LTE), which is considered adequate, according to the Miami-Dade Fire Rescue Department. Approval of the application at its maximum residential density could generate an estimated 18 additional alarms per year, resulting in a moderate impact, which would be mitigated by the completion of Station 67.

Average travel time to Application No. 7 is approximately 6.5 minutes (4.45 minutes for LTE), which is considered adequate, according to the Miami-Dade Fire Rescue Department. Approval

Figure B-17

**FIRE-RESCUE DEPT. LIFE THREATENING EMERGENCIES RESPONSE TIME:
APPLICATION NOS. 5, 6, & 7**



of the application at its maximum residential density could generate an estimated 509 additional alarms per year, resulting in a very severe impact, which would be mitigated by the completion of Station 67.

The Valve Atlas of the Miami-Dade Water and Sewer Department shows water mains abutting Application Nos. 5 and 7. However, the nearest water to Application No. 6 is approximately 1300 feet to the east. Currently, there is sufficient fire flow availability in the study area.

County Parks

Study Area B is located in Park Benefit District (PBD) 1, which has a surplus capacity of 789.39 acres when measured by the County concurrency level-of-services standard. County-owned park and recreation facilities serving this portion of Study Area B are shown on Figure B-18. These parks are described in Table B-16, which lists the name and acreage for each.

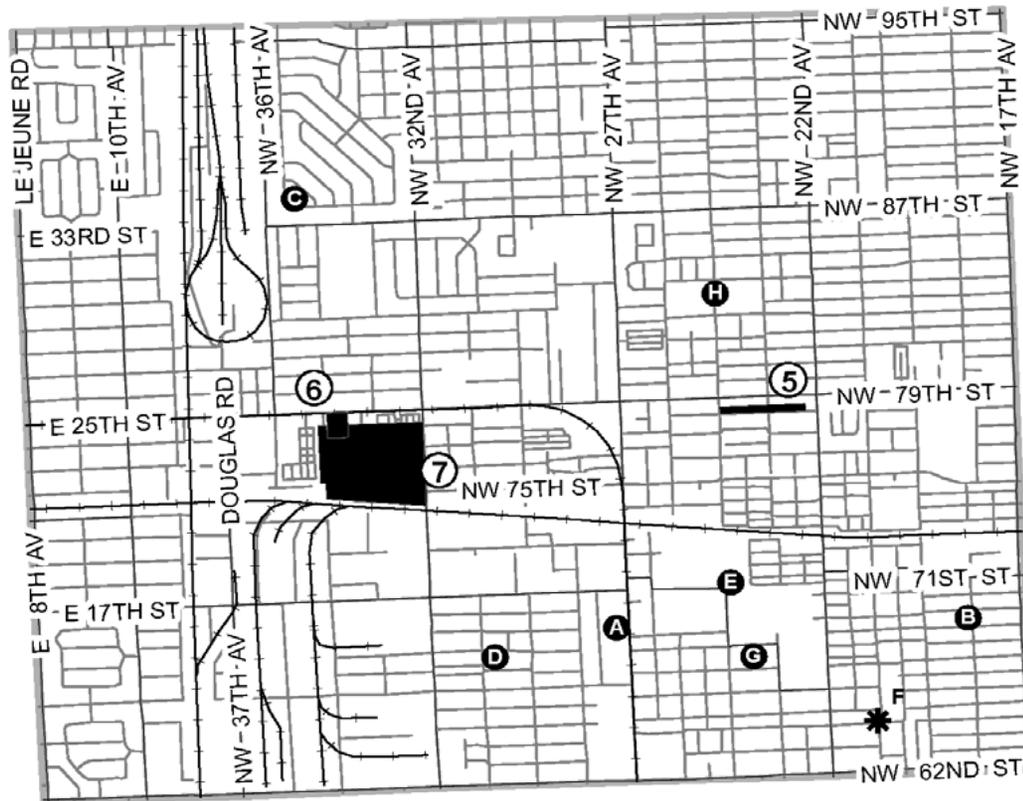
Table B-16
County Park and Recreation Open Space Facilities

Park Identifier	Name of Park	Park Classification	Acreage
1	Broadmoor	Neighborhood	1.88
2	West Little River	Mini	3.29
3	Gwen Cherry	Community	38.55
4	Fernville	Mini	.48
5	Arcola	Community	4.02
6	Area 222	Mini	.50
7	Arcola Lakes	Community	3.85
8	Alonzo Kelly	Mini	.50
9	Area 226	Mini	.50
10	Area 227	Mini	.50
11	Claire Rosichan	Mini	.38
12	Northwest Highlands	Mini	.80
13	Joseph Caleb	Special Activity	9.60
14	African Heritage	Special Activity	4
15	Area 223	Mini	.50
16	Drew Park	Neighborhood	4.14
17	Partners	Neighborhood	5.8
18	Martin Luther Memorial	Community	10.13
19	Area 225	Mini	.39
20	Gladeview	Mini	.92
21	Glenwood	Mini	.55
22	Jefferson Reeves	Community	1.67
23	Rocky Creek	Mini	.50
24	Olinda	Community	6.40
25	Marva Bannerman	Community	3.9
26	Model Cities Trail	Greenway	0
27	27 th Avenue Ct.	Single Purpose	1.44

Source: Miami Dade Parks and Recreation Department 2006

The nearest park site to Application No. 5 is West Little River Elementary Park, a Mini Park of 3.29 acres, which is located approximately .5 miles from the application site. Application No. 5 may increase the potential population in PBD 1 by 195, and approval of this application would decrease available reserve capacity by .536 acres to 788.854 acres.

Figure B-18
COUNTY PARKS: APPLICATION NOS. 5, 6, & 7



- (5) APPLICATION AREA
- STUDY AREA
- RAIL ROAD
- LOCAL PARKS
- AREAWIDE PARKS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



The nearest park site to Application Nos. 6 and 7 is also West Little River Elementary Park, located approximately 1 mile from both application sites. Application No. 6 may increase the potential population in PBD 1 by 163. Approval of this application would decrease available reserve capacity by .448 acres to 788.942 acres. The impact of Application No. 7 may increase the potential population in PBD 1 by 3,636, and approval of this application would decrease available reserve capacity by 9.99 acres to 779.4 acres. Approval of all three applications could decrease available reserve capacity by 10.97 acres to 778.42 acres.

Public Schools

Table B-17 lists the mainstream public schools in the mapped portion of Study Area B, indicating school names and type, October 2005 enrollment, the Florida Inventory of School Houses (FISH) design capacity (including portables), and FISH utilization rates. The locations of these schools are identified on Figure B-19. As can be seen, elementary schools in Study Area B had an October 2005 enrollment of 1,945 and a FISH design capacity of 3,520, resulting in a FISH utilization rate of 55.2 percent. The two middle schools had an October 2005 enrollment of 1,698 and a FISH design capacity of 2,034, resulting in a FISH utilization rate of 83.48 percent. There are no senior high schools located within the study area boundary depicted in Figure B-19. However, Miami Northwestern and Miami Springs Senior High Schools are the closest so they are included in Table B-17. These two schools had an October 2005 enrollment of 6,080 and an enhanced program capacity of 5,016 resulting in a utilization rate of 121.21 percent.

Currently there are two Senior High projects being constructed which will provide relief to schools in the vicinity of Study Area B. Doral High School is projected for occupancy in August 2006, providing 2000 student stations in relief of Miami Springs Senior High. State School WWS will provide 1964 student stations, also in relief of Miami Springs Senior High. Occupancy is projected in March 2008.

All three of the applications in this study area are seeking redesignation to “Business and Office”, and therefore none of them are expected to house school age children, though the possibility does exist for residential to be created within the “Business and Office” category. If the maximum residential units were created within Application Nos. 5, 6 and 7, the number of additional students expected for each would be 46, 31 and 866, respectively.

Application No. 5, if approved, may increase the potential student population of Study Area B by 46 students. Attendance at Lillie C. Evans Elementary is projected to increase by 21 students from 335 students to 356 students thereby increasing the FISH capacity of the school from 44% to 47%. This application is projected to increase attendance at Charles R. Drew Middle from 834 students to 846 students and the school’s FISH capacity from 83% to 84%. Additionally, attendance at Miami Northwestern Senior High is projected to increase from 2,637 students to 2,650 students, thereby increasing the FISH capacity from 107.17% to 107.67%.

Table B-17
2005 Public School FISH Rates

School Identifier (Figure 18B)	Name of School	October 2005 Membership	FISH Design Capacity	FISH Percent
ELEMENTARY SCHOOLS				
A	Broadmoor	544	620	87.74
B	Liberty City	289	620	46.61
C	Lillie C. Evans	335	762	43.96
D	Poinciana Park	422	872	48.39
E	West Little River	355	646	54.95
TOTAL ELEMENTARY		1,945	3,520	55.20
MIDDLE SCHOOLS				
F	Madison	864	1,027	84.14
Off Map	Charles R. Drew*	834	1,007	82.81
TOTAL MIDDLE		1,698	2,034	83.48
SENIOR HIGH SCHOOLS				
Off Map	Miami Northwestern*	2,637	2,461	107.17
Off Map	Miami Springs*	3,443	2,555	134.78
TOTAL SENIOR		6,080	5,016	121.21
STUDY AREA TOTAL		9,723	10,570	91.98

Source: Miami-Dade Department of Planning and Zoning, 2005
Miami-Dade County Public Schools, 2005

Note: *These Schools are located outside the study area.

No school projects, other than the two Senior High Schools listed above, are currently in the planning, design or construction phases. However, as can be seen from Table B-11, there are four other Elementary Schools and one other Middle School within the Study Area that can mitigate any impact felt. The one other Senior High is more heavily impacted, and so is not a viable alternative for students from this application. However, all of the schools serving this Study Area are currently operating at less than the acceptable FISH ratio of 115%, except for Miami Springs Senior.

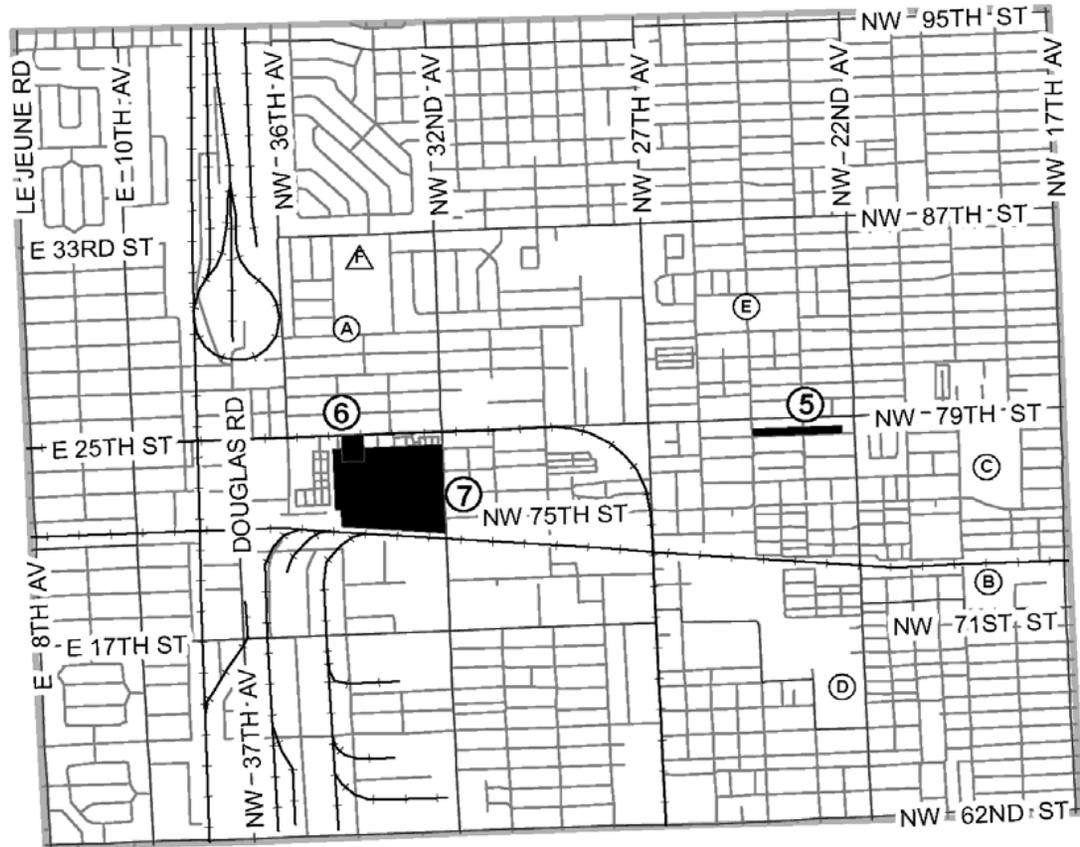
Application No. 6, if approved, may increase the potential student population of Study Area B by 31 students. Attendance at Broadmoor Elementary is projected to increase by 14 students, from 544 to 558, raising its FISH capacity from 88% to 90%. Madison Middle will increase by approximately 8 students, from 864 to 872, raising its FISH capacity from 84% to 85%, and Miami Springs Senior High is projected to increase by 9 students, from 3,443 to 3,452, though this will not noticeably raise its FISH capacity from 135%. Approval of this application will not negatively impact FISH capacity of any of these schools.

Application No. 7, if approved, may increase the potential student population of Study Area B by 866 students. Attendance at Broadmoor Elementary is projected to increase by 398 students, from 544 to 942, raising its FISH capacity from 88% to 152%. Madison Middle will increase by approximately 217 students, from 864 to 1,081, raising its FISH capacity from 84% to 105%, and Miami Springs Senior High is projected to increase by 251 students, from 3,443 to 3,694, raising its FISH capacity from 135% to 145%. Residential development of this parcel, if approved for redesignation, will have a significant negative impact on the FISH capacity of these

schools. However, there are four other Elementary Schools and one more Middle School existing, and 2 more Senior High Schools being built which can absorb this impact, thereby lowering it so that none of these schools will go above the acceptable FISH capacity of 115%.

Comments by the Miami-Dade Public Schools are attached as Appendix A.

Figure B-19
COUNTY SCHOOLS: APPLICATION NOS. 5, 6, & 7



- | | |
|--|--|
|  ⑤ APPLICATION AREA |  ELEMENTARY |
|  STUDY AREA |  MIDDLE |
|  RAIL ROAD |  SENIOR |



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



STUDY AREA C

Study Area C

Recommendations and Principal Reasons

Study Area C is located in central Miami-Dade County and is bounded by Tamiami Trail (SW 8 Street) on the north, Sunset Drive (SW 72 Street) on the south, Palmetto Expressway (SR 826) and SW 72 Avenue on the east, and the Florida Turnpike Extension (HEFT/SR 821) on the west. One Standard application, Application No. 8, and two Small-scale applications, Application Nos. 9 and 11, were filed in this Study Area to amend the Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE LAN MAP	Recommendations for... • DISPOSITION • TRANSMITTAL
8	<p>Tamiami Automotive Group, Inc. and Century Homebuilders of South Florida, LLC / Gilberto Pastoriza, Esq. Approximately 514 feet south of SW 8 Street and approximately 283 feet west of SW 82 Avenue. (1.33 Gross Acres)</p> <p>FROM: LOW-MEDIUM DENSITY RESIDENTIAL (5-13 DU/Ac.)</p> <p>TO: MEDIUM DENSITY RESIDENTIAL (13-25 DU/Ac.)</p> <p style="text-align: center;">Standard Amendment</p>	<p>• DENY</p>
9	<p>Linda Rozynes / Benjamin G. Blanco North side of SW 40 Street and east of Theoretical SW 85 Avenue (1.06 Gross Acres).</p> <p>FROM: BUSINESS AND OFFICE and LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.)</p> <p>TO: BUSINESS AND OFFICE</p> <p style="text-align: center;">Small-Scale Amendment</p>	<p>• DENY</p>
11	<p>Sunset Place, LLC / Jeffrey Bercow, Esq. and Melissa Tapanes Llahues, Esq. Northeast corner of the intersection of SW 70 Street and SW 97 Avenue. (4.39 Gross Acres / 2.0 Acres owned by Applicant)</p> <p>FROM: ESTATE DENSITY RESIDENTIAL (1-2.5 DU/Ac.)</p> <p>TO: LOW DENSITY RESIDENTIAL (2.5-6 DU/Ac.)</p> <p style="text-align: center;">Small-Scale Amendment</p>	<p>• ADOPT</p>

Application No. 8

Location: Approximately 514 feet south of SW 8 Street and approximately 283 feet west of SW 82 Avenue (1.33 Gross Acres).

Requested Amendment to the Land Use Plan Map:

From: “Low-Medium Density Residential” (5 to 13 DU/Ac.)

To: “Medium Density Residential” (13 to 25 DU/Ac.)

Recommendation: DENY

Principal Reasons for Recommendation:

1. The applicant is requesting the re-designation of the southern portion (1.33 acres) of a 4.94-acre parent tract along SW 8 Street from Low-Medium Density Residential (5 to 13 DU/Ac.) to Medium Density Residential (13 to 25 DU/Ac.) on the Land Use Plan (LUP) map. The subject parcel extends approximately 514 feet south of SW 8 Street and approximately 283 feet west of SW 82 Avenue, and is currently improved with a parking lot ancillary to the Chrysler Plymouth car dealership located on the northern portion of the parent tract. The applicant stated in the application that “The Contract Purchaser (Century Homebuilders of South Florida) intends to develop a mixed-used multifamily residential and retail product on the northern portion of the parent tract adjacent to SW 8 Street and provide transitional multifamily development within the application property”. The subject property is bounded on the north by the Chrysler Plymouth car dealership, on the east by The Trail’s shopping center and zero-lot line single-family homes, on the south by duplexes, and on the west by duplexes and a multifamily development, the Westchester Point Condominiums. However, the requested land use designation would allow a multi-family development of up to 25 units per gross acre on the subject parcel that would be significantly denser than the surrounding neighborhood, which is characterized by duplexes and single-family dwellings ranging in density from 6 to 9 units per gross acre.

The current CDMP land use designation for the application site is “Low-Medium Density Residential”, which allows a range of density from a minimum of 5.0 to a maximum of 13 dwelling units per gross acre (DU/Ac). In this category, the type of housing typically found includes single-family homes, townhouses and low-rise apartments. Zero-lot-line single-family developments in this category are not to exceed a density of 7.0 DU/Ac. This type of development is more compatible with the surrounding neighborhood and will allow a transition between the more intense development that would be allowed under the Business and Office land use category designated on the property to the north and the low density residential to the south.

2. Due to provisions in the Land Use Element, the density permitted on the application site can have an impact on the density that occurs on the remainder of the parent tract. The “Business and Office” category, the designation of the remainder of the parent tract, may allow residential development at a density one category higher than the designation on

the adjacent residential land. Thus, redesignating to “Medium-Density Residential (13-25 DU/Ac.)”, the application site may allow residential development on the remainder of the parent tract at a density equivalent to “Medium-High Density (25-60 DU/Ac.)”. However, keeping the current designation of “Low-Medium Density (5-13 DU/Ac.)” on the application site may allow residential development on the remainder of the parent tract at a density equivalent to “Medium-Density Residential (13-25 DU/Ac.)”. Medium density development on the remainder of the parent tract would be more compatible with the adjacent residential development.

3. Even though the CDMP promotes housing diversity to avoid creation of monotonous development and vigorously promotes a variety of housing types, the County strives to ensure compatibility among proximate uses, promotes multi-family residential uses which are more compatible with, and sensitive to, surrounding neighborhoods. Moreover, the Guidelines for Urban Form establish a generalized pattern for the location of residential types and densities, with higher densities located at the periphery, and lower densities in the interior.
4. The application site is adequately served by public services including schools and has no historical or environmental resources. However, the increased peak-period trips generated by this application could impact traffic on SW 10 Street via SW 82 Avenue, if this street were to be extended to the application site through property owned by another party. A problem may be created if SW 10 Street is not extended. The southern boundary of the application site extends more than 700 feet south of SW 8 Street, which may be a problem for public emergency vehicles if access is limited to SW 8 Street.

Application No. 9

Location: North side of SW 40 Street and east of Theoretical SW 85 Avenue (1.06 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

From: “Business and Office” and “Low Density Residential” (2.5 to 6 DU/ Ac.)

To: “Business and Office”

Recommendation: DENY

Principal Reasons for Recommendation:

1. The applicant is requesting the redesignation of a irregularly shaped 1.06-acre parcel, located on SW 40 Street (Bird Road) between SW 84 Avenue and Theoretical SW 85 Avenue, from “Low Density Residential Communities” (2.5 to 6 dwelling units per gross acre) and “Business and Office” to “Business and Office” on the Land Use Plan (LUP) map. The narrow southern portion of the property, which abuts Bird Road, is designated “Business and Office” while the wider northern portion is designated “Low Density Residential.” The property currently contains 24 bungalows, which were built in 1947.

The application site is surrounded on the north by duplexes; on the east by a strip commercial development and duplexes; to the south, across from Bird Road, by an auto service, Bird Road Christian Academy, and retail uses; and on the west by a vacant property and a partially vacant shopping center on the northeast corner of SW 87 Avenue and Bird Road that is anchored by an Office Depot store. The narrow vacant parcel bordering the application site on the west was the subject of a CDMP amendment application in the April 2005 CDMP Amendment Cycle, which asked for the redesignation of the property from “Low-Density Residential” to “Business and Office” on the LUP map. The Board of County Commissioners approved this request at a public hearing on November 30, 2005, with the restriction that the northern 100 feet of the property be retained as Low Density Residential.

The application site is located in an approximately 17.5-acre block bounded by SW 87 Avenue, SW 38 Street, SW 84 Avenue and SW 40 Street. The development pattern in this block consists of a shopping center occupying the western portion and low-density multi-family development (under 25 dwelling units per gross acre) occupying most of the eastern portion except for a narrow commercial strip along Bird Road. The subject property is situated near the middle of the block and extends approximately $\frac{3}{4}$ of the distance between SW 40 and 38 Streets. The application would extend commercial development into the residential portion of the block. Approval of this application could trigger other requests for redesignation of other parcels to “Business and Office” in this block. The irregularly shaped 1.06-acre application site is too small to accommodate a neighborhood shopping center and to provide adequate buffering for the duplexes located to the north and east. Moreover, the accessibility of the application site does not render this site suitable for commercial development.

2. Guideline No. 4 of the “Guidelines for Urban Form” in the CDMP recommends that only areas adjacent to the intersection of two section line roads should be designated as activity nodes, which shall be occupied by any non-residential component of a neighborhood including public and semi-public uses. These nodes could be designated, if warranted, for “Business and Office” uses. Usually the quadrants of these nodes are 10 acres in size, which reflect the typical size of a neighborhood shopping center. The existing shopping center occupies the northeast quadrant of the activity node at Bird Road and SW 87 Avenue. The application site is located east of this activity node. Guideline No. 5 states that the areas abutting and adjacent to activity nodes should serve as transition areas suitable for higher residential densities, public and semi-public uses.
3. Study Area C (MSA 5.4) contained 9.6 acres of vacant land zoned or designated for commercial uses in 2004. At the projected rate of absorption, the supply of commercially zoned and designated land will be depleted by the year 2011 in the study area. The trade area analysis for Application No. 9 indicates that there are less than three acres of vacant land in the Trade Area, a 1.5-mile radius trade area surrounding the application site. However, Bird Road is lined on both sides with a variety of commercial activities that meet the needs of the residents.

4. The application site is adequately served by public services. However, the site is served by sewer pump station 757, which is under a conditional moratorium. While under this moratorium, new transmission capacity certification letters (also referred to as allocation letters) will be given with the condition that no certificates of occupancy or completion for the new construction are issued until a proposed plan of corrective action is completed and certified to the US Environmental Protection Agency.
5. The subject application site has limited impact on environmental or historic resources. The subject property is located within the average day pumpage wellfield protection area of the Alexander Orr, Snapper Creek and Southwest wellfields. Accordingly, Section 24-43(5) of the County Code requires that any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area. Although the subject application site is currently improved with structures built in the 1940's, the County's Office of Historic Preservation has stated that these structures have a low to moderate historical/architectural significance and, therefore, the property is unlikely to be eligible for historic designation and preservation protection.

Application No. 11

Location: Northeast corner of SW 70 Street and SW 97 Avenue (4.39 Gross Acres).

Requested Small-Scale Amendment to the Land Use Plan Map:

From: "Estate Density Residential" (1 to 2.5 DU/Ac.)

To: "Low Density Residential (2.5 to 6 DU/Ac)

Recommendation: ADOPT

Principal Reasons for Recommendation:

1. Approval of the "Low Density Residential" (2.5 to 6 DU/Ac) category as requested for the subject property by the applicant would be compatible with the existing development patterns. The proposed redesignation will better reflect the existing intensity of development to the east and south of the application site. The subject property encompasses the southern one-half of a block bounded by SW 68 Street on the north, SW 95 Avenue on the east, SW 70 Street on the south, and SW 97 Avenue on the west. It contains a retail nursery and five single-family dwellings. The adjacent uses consist of single-family dwellings on estate lots to the north and west, single family dwellings on smaller lots to the east and in the Edkar subdivision to the south and one or two-story office structures to the southeast and southwest. The adopted Land Use Plan (LUP) map generally reflects these development patterns with the area to the west of SW 97 Avenue designated as "Estate Density Residential (1 to 2.5 DU/Ac)" and the area to the east designated as "Low-Density Residential (2.5 to 6 DU/Ac)" except for a small enclave of "Estate Density Residential," which includes the application site. The area to the south

along Sunset Drive is primarily designated on the LUP map as “Office/Residential” and as “Business and Office”.

The application site is located one block north of the intersection of two major section-line roadways (Sunset Drive/SW 72 Street and SW 97 Avenue), and fronting on SW 97 Avenue. Section-line roads generally function as arterial roadways in Miami-Dade County. The site is located on the western peripheral road, SW 97 Avenue, of Section 28, Township 54 South and Range 40 East. The redesignation request is consistent with Guideline No. 3 of the “Guidelines for Urban Form” in the Land Use Element of the CDMP, which states “within a section, a variety of residential types and densities are encouraged, with higher densities being located at the periphery, and lower densities in the interior”. Redesignation of this site to “Low Density Residential” would also provide a transition between the estate development to the north and the offices to the south.

2. If the “Low Density Residential” designation were adopted, the subject property development would “range from a minimum of 2.5 to a maximum of 6.0 dwelling units per gross acre. This density category is generally characterized by single-family housing, e.g., single-family detached, cluster, zero-lot-line and townhouses. It could include low-rise apartments with extensive surrounding open space or a mixture of housing types provided that the maximum gross density is not exceeded”. The redesignation of the application site would further add to the residential supply of the study area, which is projected to be depleted by the year 2009.
3. The subject application site has limited impact on environmental and no impact on historic resources. DERM has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources. The subject property is located within the average day pumpage wellfield protection area of the Alexander Orr, Snapper Creek and Southwest wellfields. According to Section 24-43(5) of the County Code, any non-residential use which generates, uses, handles, disposes of, discharges or stores hazardous wastes is prohibited in the wellfield protection area.
4. Except for schools, the site is adequately served by public services. The application site will add seven students to schools serving this area, which are overcrowded at the senior and middle school levels. The adequacy of existing schools is evaluated based on the Florida Inventory of School Houses (FISH) design capacity, which includes permanent and relocatable (portables) student stations and the FISH percent rate. Approximately three students would attend Snapper Creek Elementary with no change to the FISH percent utilization of 94%, two students would attend Glades Middle, with no change to the FISH percent utilization of 156%, and two students would attend Southwest Miami Senior High, with no change to the FISH percent utilization of 133%. Furthermore, the application could support mass transit along SW 72 Street, which is currently served by Sunset KAT and Metrobus Route 72.

Study Area C Description

Study Area C is a substantially developed area of approximately 17 square miles in the southwestern area of unincorporated Miami-Dade County. This study area is bounded on the north by SR 90/Tamiami Trail (SW 8 Street), on the east by SR 826/Palmetto Expressway and SW 72 Avenue, on the south by SR 994/Sunset Drive (SW 72 Street), and on the west by SR821/Homestead Extension of the Florida Turnpike (HEFT). See Figure C-1.

This study area is comprised of one Minor Statistical Area, MSA 5.4, for which population and land use data are regularly maintained. The boundaries of the MSA include sufficient area to reasonably represent the land use trend of development in the vicinity of the three applications located in this study area.

Environmental Conditions and Considerations

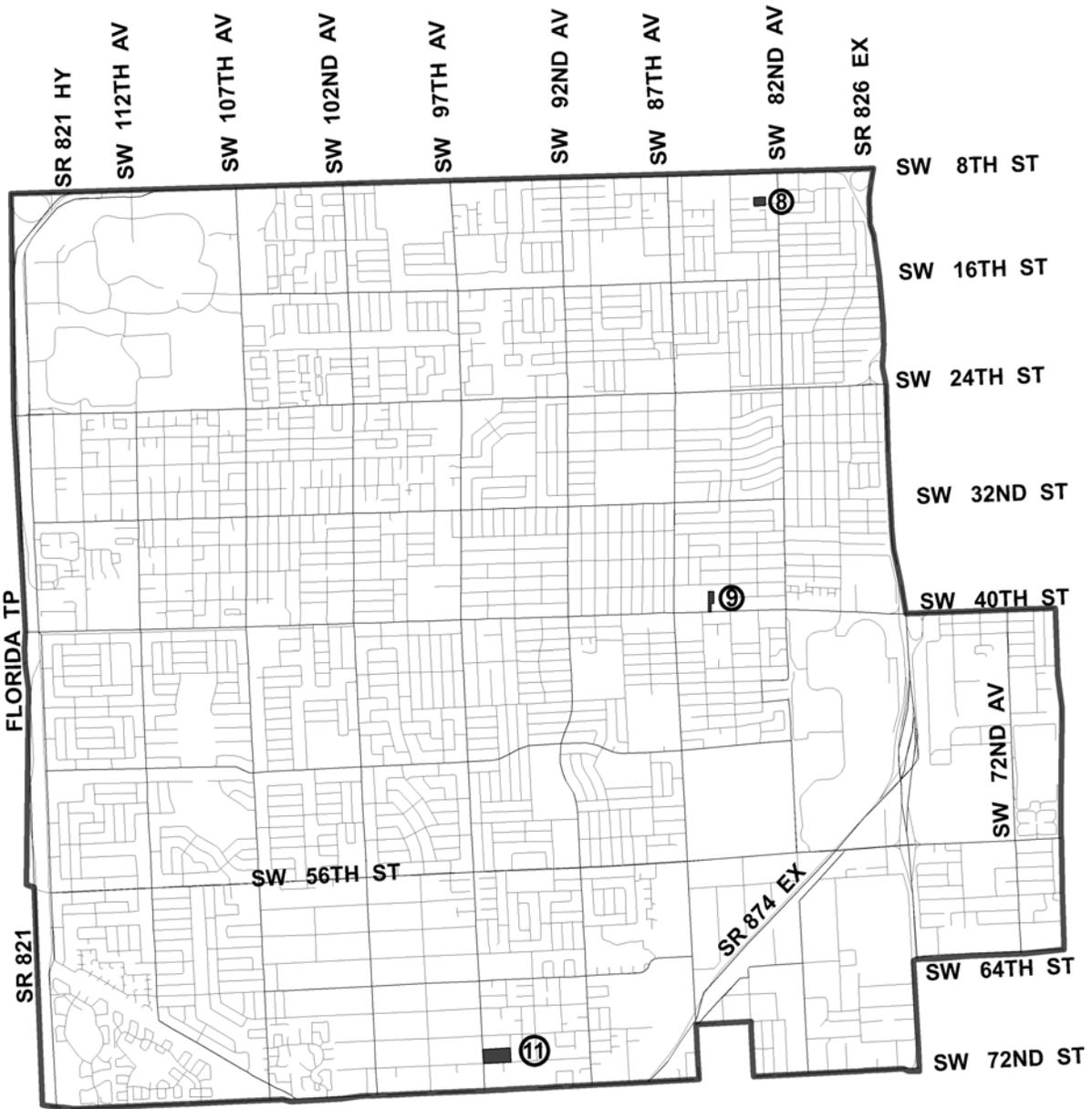
All of the major soil types in Miami-Dade County, except sandy soils, are found in Study Area C. The major soil types are urban land complexes and tidal mucks and marls. In undeveloped parcels, rock outcrops and mucks exist mostly on the higher grounds while marl soils are found in the former glades and along the Bay. Drainage of the soil types found in Study Area C ranges from poor to moderate. The drainage characteristics of the soils found on the application sites, however, are predominantly moderate. A summary of the environmental conditions for the three applications sites located in Study Area C is presented in Table C-1.

Table C-1
Environmental Conditions
Study Area C

	<u>Application Number</u>		
	8	9	11
<u>Flood Protection</u>			
County Flood Criteria (NGVD)	+6.50 feet	+8.50 feet	+8.0 feet
Stormwater Management	5-year storm	5-year storm	5-year storm
Drainage Basin	C-4	C-2	C-2
Federal Flood Zone	X	X	AE
Hurricane Evacuation Zone	No	No	No
<u>Biological Conditions</u>			
Wetlands Permits Required	No	No	No
Native Wetland Communities	No	No	No
Natural Forest Communities	No	No	No
Endangered Species Habitat	No	No	No
<u>Other Considerations</u>			
Within Wellfield Protection Area	No	Yes	Yes
Archaeological/Historical Resources	No	No	No

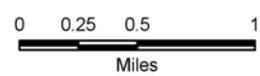
Source: Miami-Dade County Department of Environmental Resources Management, Office of Historic Preservation and Department of Planning and Zoning, January 2006.

Figure C-1
LOCATION: Study Area C (MSA 5.4)



Legend

- Study Area
- 8 Application Area



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Flood Protection

The Snapper Creek (C-2) canal and the Tamiami (C-4) canal drain most of Study Area C. These canal basins contain some poorly drained areas, specifically the areas along the canal. The 100-year flood zone in this study area includes the low-lying former glades.

Application No. 8 is located in the C-4 Basin and Application Nos. 9 and 11 in the C-2 Basin. None of the application sites are located in a Hurricane Evacuation Area. The sites of Application Nos. 8 and 9 are located within Federal Flood Zone X as designated on the Flood Insurance Rate Maps (FIRM) where the areas are determined to be above the 500-year flood plain. Application No. 11 is located within Special Flood Protection Hazard Area AE as designated on the FIRM. Any development on these application sites shall be required to provide on-site retention or detention system to adequately contain on-site the runoff generated by a 5-year storm event. The Miami-Dade County Department of Environmental Resources Management (DERM) does not have information regarding the existing land elevations for the subject properties. Overland discharge of stormwater from the subject properties is not permitted to avoid impact on adjacent properties.

A Surface Water Management Permit by DERM may not be required for Application Nos. 8 and 9 because the application sites are less than 2.0 acres in size. However, a Surface Water Management Permit by DERM may be required for Application No. 11 if the total land use area results in total impervious areas of 2.0 acres or more.

Wetlands

Application Nos. 8, 9 and 11 do not contain jurisdictional wetlands as defined by Section 24-5 of the Code of Miami-Dade County. Therefore, the DERM will not require a Class IV Permit for work on this application sites. However, the U.S. Army Corps of Engineers, the Florida Department of Environmental Protection and the South Florida Water Management District may require permits for the any proposed projects on the application sites. It is the applicants' responsibility to contact these agencies.

Forest Resources

Application Nos. 8 and 9 contain tree resources, and Application No. 11 contains specimen-sized (trunk diameter >18 inches) trees. Section 24-49 of the Code of Miami-Dade County requires the preservation of tree resources. Consequently, DERM will require the preservation of all on-site specimen-sized trees, as defined in the Code. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees, and a tree survey showing all the tree resources on the sites will be required prior to reviewing the tree removal permit application.

Wellfield Protection

Application No. 9 is located within the average-day wellfield protection area of the Alexander Orr, Snapper Creek and Southwest wellfield complex. Section 24-43(5) of the Code prohibits the approval of any building permits, certificates of occupancy, occupational licenses, platting or zoning actions for any nonresidential land use, which generates, uses, handles, disposes of, discharges or stores hazardous wastes on property located within the average-day wellfield protection area of a wellfield complex. Application No. 11 is located within the basic (210-day) wellfield protection area of the Alexander Orr wellfield. Section 24-43(4) of the Miami-Dade County Code regulates the wastewater disposal on properties located within wellfield protection areas, as well as the disposal of stormwater.

Historic Preservation Analysis

The County's Office of Historic Preservation reviewed the applications and determined that the subject properties have no archaeological or historical significance.

Land Use Patterns Within Study Area C

The existing land use pattern in this study area is predominantly residential with supporting commercial, industrial, institutional, and parks and recreational uses. The residential areas include a range of housing types from single-family detached units to multifamily apartments. Extensive commercial uses are located along the frontages of SW 8 Street (Tamiami Trail), SW 40 Street (Bird Road), SW 72 Street (Sunset Drive), and SW 87, SW 107 and SW 117 Avenues. Industrial areas exist east of the Palmetto Expressway between SW 24 Street (Coral Way) and SW 40 Street (Bird Road). A major educational institution, the Florida International University (FIU), is located within the area. Two major regional-park facilities, the Tamiami and Tropical Parks, and the Alexander Orr wellfield and water treatment facility are also located within the study area. A summary of the existing land uses for the three application sites located in Study Area C is presented in Table C-2.

Future Land Use Patterns. The CDMP currently provides for the retention and infill of the existing residential areas. Most of the area is designated for Low Density Residential development in recognition of the numerous single-family neighborhoods. Major commercial nodes are planned at the intersections of Coral Way (SW 24 Street), Bird Road (SW 40 Street), Sunset Drive (SW 72 Street) and Galloway (SW 87 Avenue). Business and Office land use is designated along the southern frontage of Tamiami Trail, and along Bird Road, parts of Coral Way, and Sunset Drive.

The adopted 2005 and 2015 Land Use Plan (LUP) allows the continued infill of business and office uses along major roadway frontages where commercial development is already established. It also allows for intensification and mixing of uses through redevelopment at planned Urban Center locations.

Table C-2
Existing Land Uses Within and Adjacent to Application Area
Study Area C

Application No.	Application Area (Uses)	Uses Adjacent to Application Area			
		North	East	South	West
8	Parking lot (BU-1A)	Tamiami Chrysler Car Dealership	The Trail Shopping Ctr.	Duplexes	Duplexes and Condominiums
9	23 Bungalows	Duplexes	Bungalows; Shopping Ctr.	Auto Service; Bird Road Christian Academy	Vacant Lot (BU-2 and RU-3B)
11	Nursery; Single Family Homes; Bellsouth Substation	Single Family Homes (1 Fam.Home/1 Acre)	Single Family Homes (Estates Mod.)	Single Family Homes; Offices (Sunset Int'l Ctr. AMEDEX)	Vacant & Home under construction (EU-1)

Note: Zoning on vacant parcels is noted in parentheses ().

Application No. 8

Application No.8 is located approximately 514 feet south of SW 8 Street and approximately 283 feet west of 82 Avenue, and contains 1.33 acres. This application is part of a larger tract of land that extends to SW 8 Street and contains approximately 5 acres.

Existing Land Use Patterns. The existing land use patterns and the current zoning promoted by the Land Use Plan map are presented in Figures C-2, C-3 and C-4. The application site is currently improved with a paved parking lot used for the storage of vehicles associated with the used car dealership (Tamiami Chrysler) located north of the application site. The application site is bordered on the north by the Tamiami Chrysler car dealership, on the east by a retail shopping center (The Trail’s Shopping Center) and single-family detached (zero-lot line) residential, on the south by single-family attached (duplexes) residential, and on the west by single-family attached (duplexes) and multi-family (Westchester Point Condominiums) residential. The surrounding area is typically mixed, commercial uses along the SW 8 Street and SW 82 Avenue frontages and low density to medium density residential uses to the south and west. The application site and the parent tract, which fronts on SW 8 Street, are zoned BU-1A, Limited Business District.

Future Development Patterns. The currently adopted CDMP Land Use Plan map designates the subject application property as Low-Medium Density Residential (5 to 13 dwelling units per gross acre). The portion of the parent tract fronting on SW 8 Street and extending 514’ southward is designated as “Business and Office” on the CDMP Land Use Plan map, and is not a part of this application request. The applicant is requesting to change the designation of the subject property from “Low-Medium Density Residential (5 to 13 dwelling units per gross acre)” to “Medium Density Residential (13 to 25 dwelling units per gross acre)”. That portion of the CDMP Land Use map, which depicts the area surrounding this application site, is included as Figure C-5.

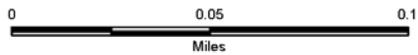
Figure C-2
AERIAL PHOTO: APPLICATION NO. 8



 APPLICATION AREA

2005 AERIAL

N



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure C-3
APPLICATION NO. 8
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

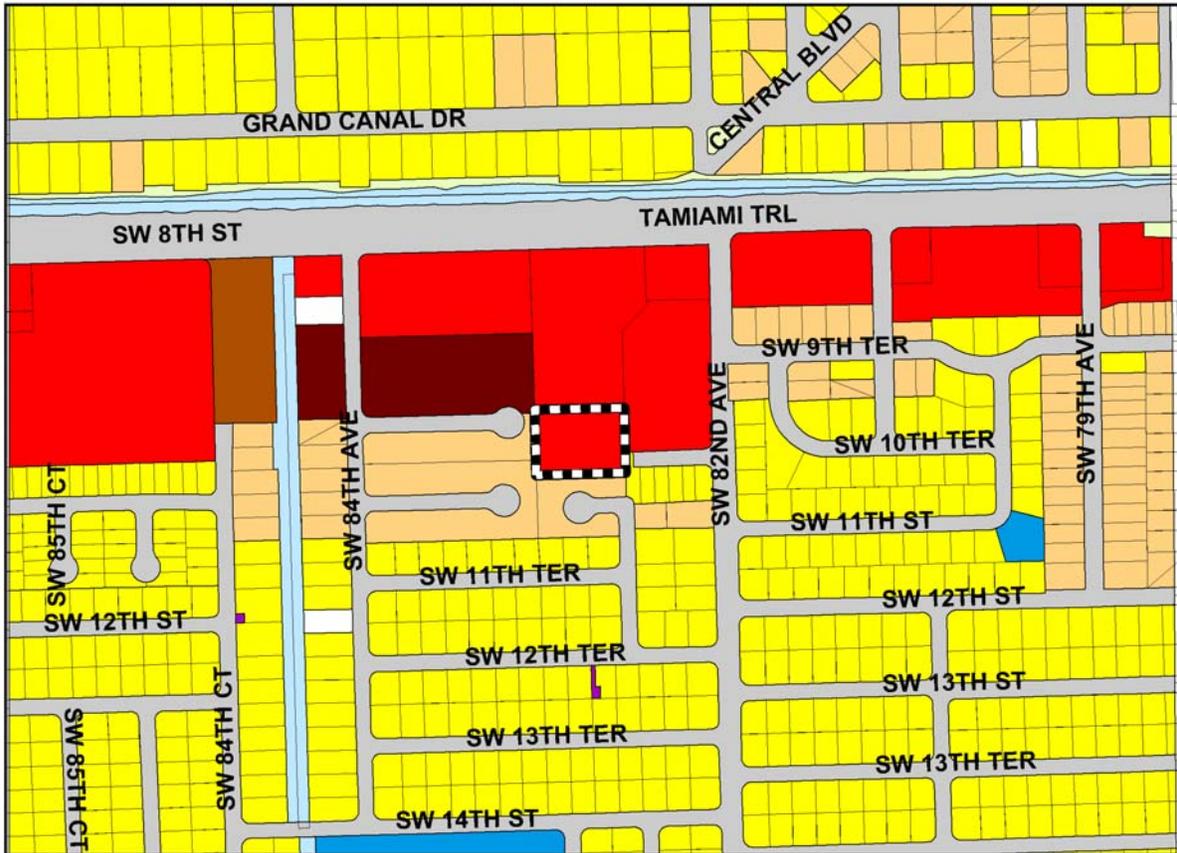
- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- EU-M ESTATES MOD.1 FAMILY 15,000 SQ.FT. NET
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-4 APARTMENTS 50 UNITS / NET ACRE
- RU-4M MODIFIED APARTMENT HOUSE 35.9 UNITS / NET ACRE
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED



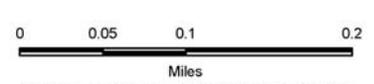
SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure C-4
APPLICATION NO. 8
EXISTING LAND USE MAP



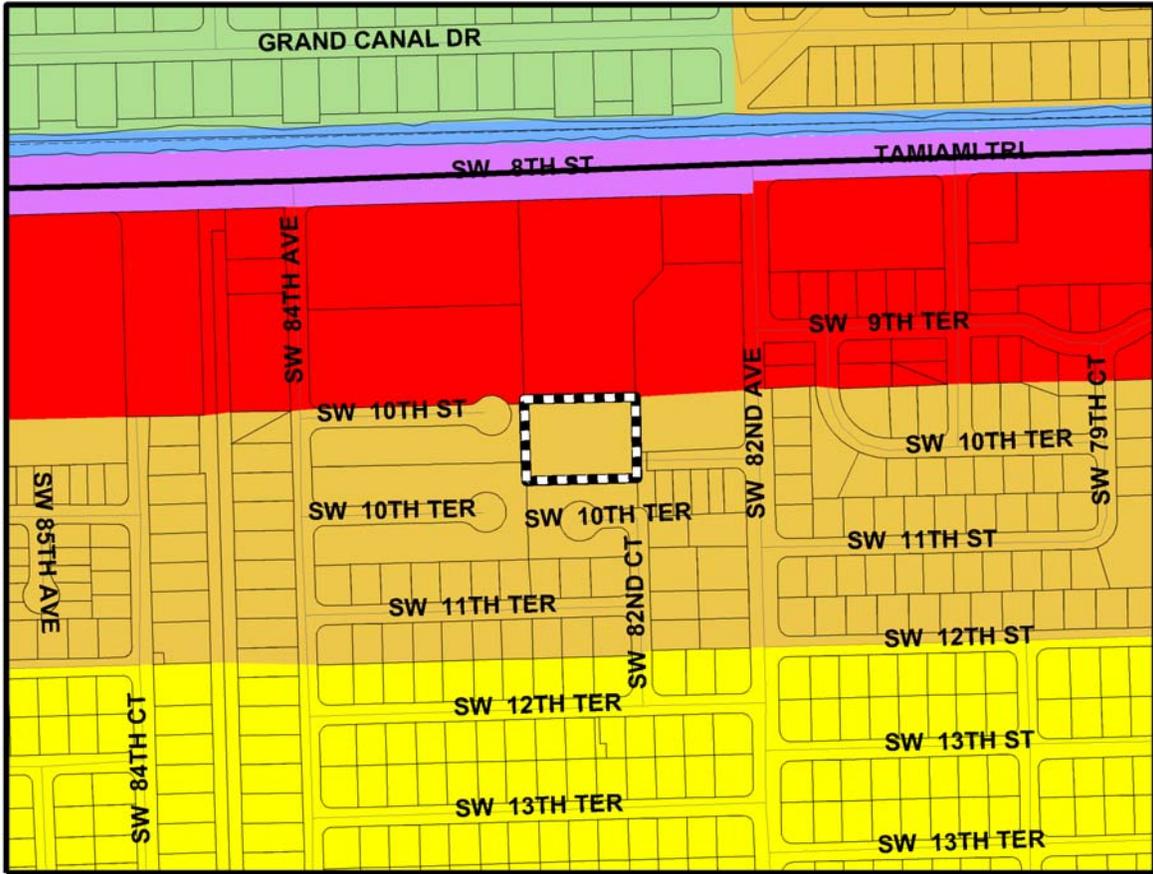
-  APPLICATION AREA
- 2005 EXISTING LAND USE**
-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  LOW-DENSITY MULTI-FAMILY
-  HIGH-DENSITY MULTI-FAMILY
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  INSTITUTIONAL
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  STREETS, EXPRESSWAYS R/W
-  VACANT, UNPROTECTED
-  INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure C-5
APPLICATION NO. 8
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES

-  ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC
-  LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
-  LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC

-  BUSINESS AND OFFICE
-  TRANSPORTATION
-  WATER
-  CANAL

STREETS

-  MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 9

Application No. 9 is located on the north side of Bird Road (SW 40 Street) and east of Theoretical SW 85 Avenue. This application site contains 1.06 acres.

Existing Land Use Patterns. The existing land use patterns and current zoning promoted by the adopted CDMP Land Use Plan (LUP) map are presented in Figures C-6, C-7 and C-8. Bungalows currently occupy the application area. The application site is bordered on north by duplex residential, on the east by duplex residential and a small shopping center fronting Bird Road, on the south, across from Bird Road, by retail uses and the Bird Road Christian Academy, and on the west by a vacant property that was the subject of a CDMP Land Use Plan application during the April 2005 CDMP Amendment cycle. The application, Application No. 9, sought to change the CDMP Land Use Plan designation from “Business and Office” and “Low-Density Residential (2.5 to 6.0 dwelling units per gross acre)” to “Business and Office”. The Board of County Commissioners approved the request for land use change on November 30, 2005, with the restriction that the northern 100 feet of the property be retained as “Low Density Residential”. This restriction is in keeping with a landscape buffer, a Mini Urban Forest, located along SW 38 Street west of the application site.

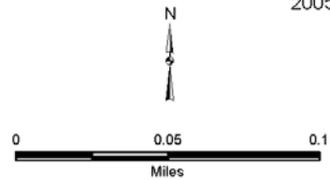
Future Development Patterns. The southern portion of this application site fronting on SW 40 Street is designated on the CDMP Land Use Plan map as “Business and Office”, and the balance of the subject property is designated “Low Density Residential (2.5 to 6.0 dwelling units per gross acre)”. The Applicant is proposing to change this designation by extending the existing “Business and Office” designation northward to apply to the rest of the property. That portion of the CDMP Land Use map, which depicts the area surrounding this application site, is included as Figure C-9.

Figure C-6
AERIAL PHOTO: APPLICATION NO. 9



 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure C-7
APPLICATION NO. 9
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3B BUNGALOW COURT 10,000 SQ. FT. NET
- RU-5A SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL
- BU-3 BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR LOTS

0 0.025 0.05 0.1

Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



Figure C-8
APPLICATION NO. 9
EXISTING LAND USE MAP



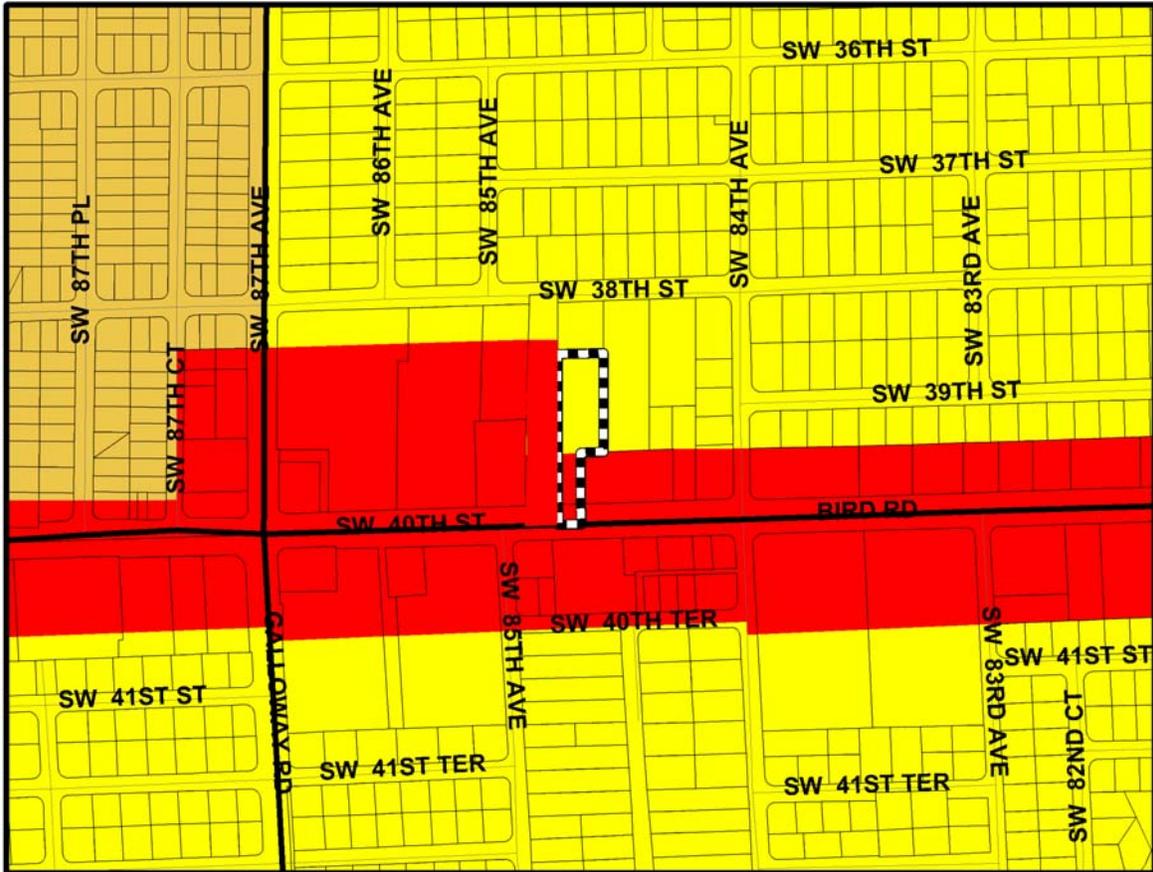
-  APPLICATION AREA
- 2005 EXISTING LAND USE**
-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  LOW-DENSITY MULTI-FAMILY
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  VACANT, UNPROTECTED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure C-9
APPLICATION NO. 9
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC



BUSINESS AND OFFICE

STREETS



MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 11

Application No.11 is located at the northeast corner of SW 70 Street and SW 97 Avenue, and contains 4.39 acres. The applicant owns 2.0 acres.

Existing Land Use Patterns. The existing land use patterns and current zoning promoted by the Land Use Plan map are presented in Figures C-10, C-11 and C-12. The subject application site is currently zoned AU (Agricultural) and EU-M (Estate Residential). A nursery, a Bellsouth substation, and single-family homes currently occupy the application site. The application site is bordered on the north and east by single family residential (Single-Family One Acre Estate Residential and Estate Modified Residential Districts); on the south by single family residential and offices; and on the west, across SW 97 Avenue, by offices and vacant land. During a site visit, the property on the west, across from the application site, appeared to be under construction although no construction was ongoing at the time of the visit. This particular property is zoned EU-1 which allows one house per acre. The office development south and southwest of the application site are mostly professional and medical offices.

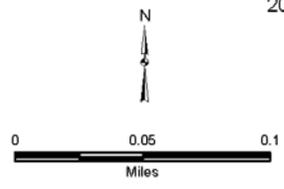
Future Development Patterns. The application site is designated on the CDMP Land Use Plan map as “Estate Density Residential” (1 to 2.5 dwelling units per gross acre), and is surrounded on the north and west by land also designated “Estate Density Residential (1 to 2.5 dwelling units per gross acre)”, and on the east and south by land designated “Low Density Residential (2.5 to 6 dwelling units per gross acre)”. That portion of the CDMP Land Use map, which depicts the area surrounding this application site, is shown in Figure C-13.

Figure C-10
AERIAL PHOTO: APPLICATION NO. 11



 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Figure C-11
APPLICATION NO. 11
CURRENT ZONING MAP



APPLICATION AREA

MIAMI-DADE ZONING DISTRICTS

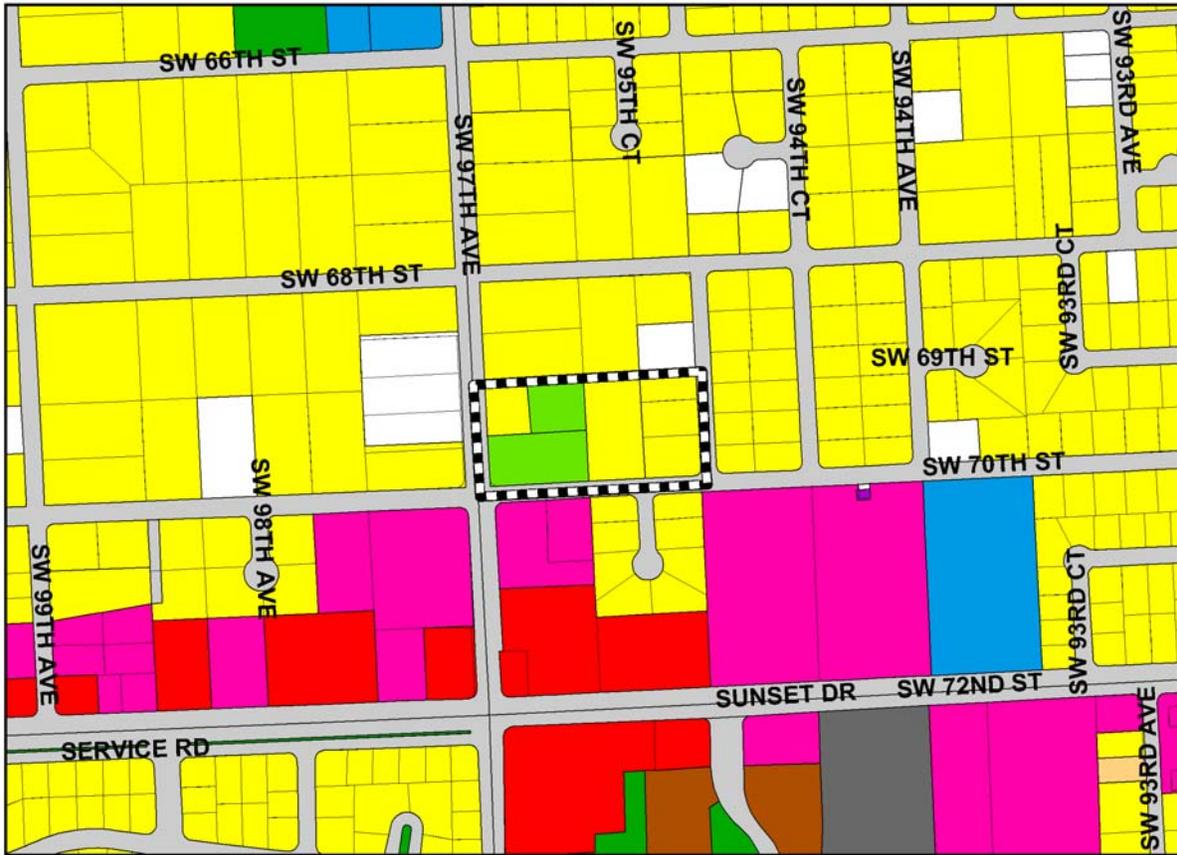
- AU AGRICULTURE - RESIDENTIAL 5 ACRES GROSS
- EU-1 ESTATES 1 FAMILY 1 ACRE GROSS
- EU-S ESTATES SUB. 1 FAMILY 25,000 SQ. FT. GROSS
- EU-M ESTATES MOD.1 FAMILY 15,000 SQ.FT. NET
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-5A SEMI-PROFESSIONAL OFFICE 10,000 SQ. FT. NET
- OPD OFFICE PARK DISTRICT - 3 ACRES GROSS.
OFFICE BUILDING & LABORATORIES FOR
SCIENTIFIC & INDUSTRIAL RESEARCH
- BU-1 BUSINESS - NEIGHBORHOOD
- BU-1A BUSINESS - LIMITED



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006



Figure C-12
APPLICATION NO. 11
EXISTING LAND USE MAP



-  APPLICATION AREA
- 2005 EXISTING LAND USE**
-  SINGLE-FAMILY
-  TWO-FAMILY DUPLEXES
-  LOW-DENSITY MULTI-FAMILY
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  INDUSTRIAL
-  COMMUNICATIONS, UTILITIES, TERMINALS
-  STREETS, ROADS, EXPRESSWAYS, RAMPs
-  AGRICULTURE
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, UNPROTECTED

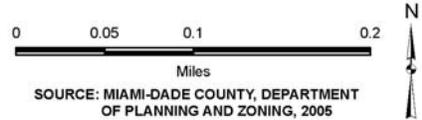
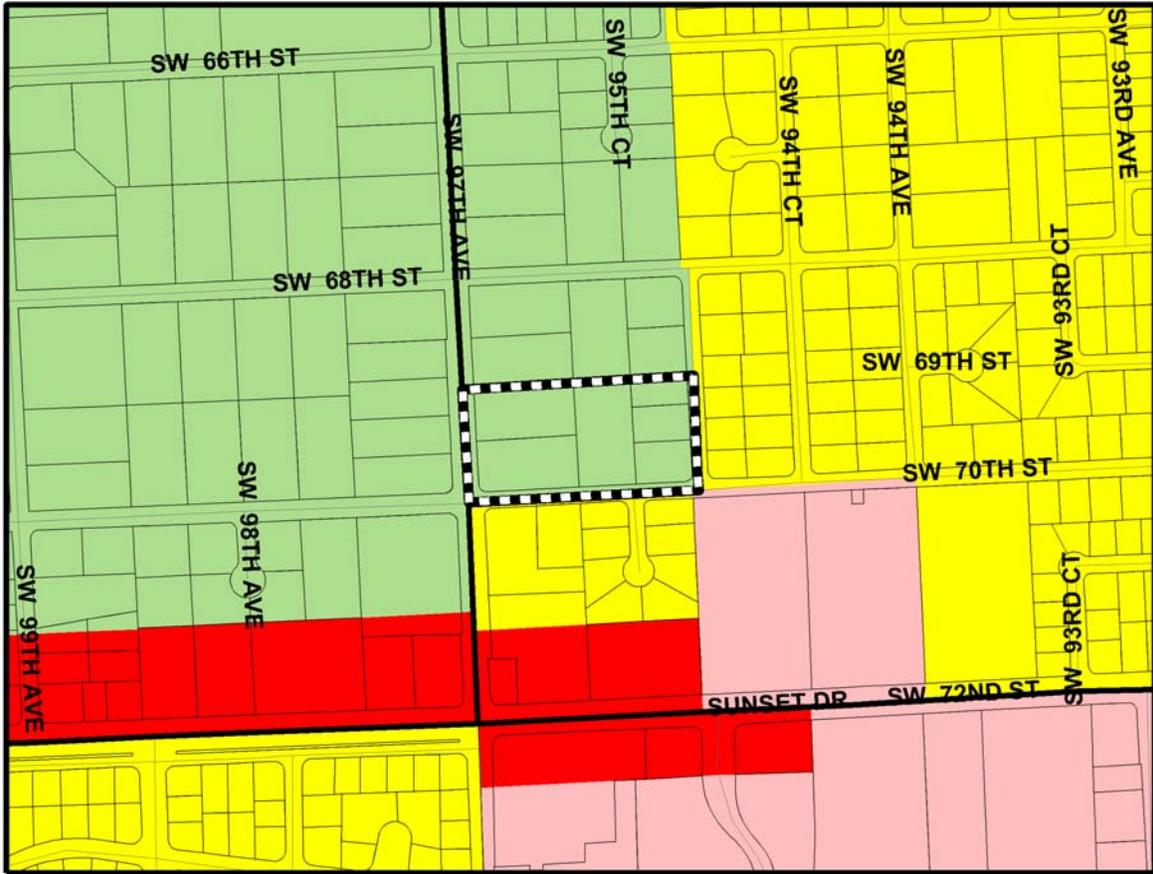


Figure C-13
APPLICATION NO. 11
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



BUSINESS AND OFFICE



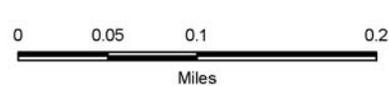
OFFICE/RESIDENTIAL

STREETS



MAJOR ROADWAYS (3 OR MORE LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Supply and Demand for Residential Land

The combined vacant land for single-family and multi-family residential development in Study Area C (Minor Statistical Area 5.4) in 2005 was estimated to have a capacity for about 252 dwelling units, with about 72 percent of these units intended as single-family. The annual average residential demand in this study area is projected to decrease from 52 units per year in the 2005-2010 period to 34 units per year in the 2015-2020 period. An analysis of the residential capacity by type of dwelling units shows absorption of single-family units occurring in 2009 and for multi-family units occurring in 2017 (See Table C-3). The supply of residential land for both single-family and multi-family units is projected to be depleted by the year 2009 because demand is projected to be low and declining.

Table C-3
Residential Land Supply/Demand Analysis 2005 to 2025
Study Area C

Analysis Done Separately For Each Type, i.e. No Shifting Of Demand Between Single & Multi- Family Type	Structure Type		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2005	182	70	252
DEMAND 2005-2010	45	7	52
CAPACITY IN 2010	0	35	0
DEMAND 2010-2015	30	5	35
CAPACITY 2015	0	10	0
DEMAND 2015-2020	29	5	34
CAPACITY 2020	0	0	0
DEMAND 2020-2025	0	0	0
CAPACITY 2025	0	0	0
DEPLETION YEAR	2009	2017	2009

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, January 2006.

Notes: Residential capacity is expressed in terms of housing units. Housing demand is an annual average figure based on proposed population projections.

The table above addresses residential land supply and demand in Study Area C without the effect of the proposed CDMP amendments. There are two proposed small-scale and one standard amendments in this area (Applications No. 8, 9, and 11), where one is requesting “Business and Office” designation, and the other two, “Residential” designation totaling 5.64 net acres. The maximum additional capacity if all three applications were developed as residential would be about 34 units with only a nominal impact on the depletion year.

Supply and Demand for Commercial Land

Study Area C (MSA 5.4) contained 9.6 acres of vacant land zoned or designated for commercial uses in 2004. The average annual absorption rate projected for the 2003-2025 period is 1.41 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned and designated land by the year 2011 (See Table C-4).

Table C-4
 Projected Absorption of Land for Commercial Uses
 Indicated Year of Depletion and Related Data
 Study Area C

Study Area C MSA	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres Per Thousand Persons	
					2015	2025
Total	9.6	569.9	1.41	2011	5.5	5.0

Source: Miami-Dade Department of Planning & Zoning, Planning Division, Research Section, January 2006.

Application No. 8 is a Standard amendment application requesting residential re-designation on the Land Use Plan map from “Low-Medium Density Residential” to “Medium Density Residential” and, therefore, does not follow the trade area criteria.

Application No. 9 is a Small-scale application with only 1.06-acres, which is requesting re-designation from “Low Density Residential” and “Business and Office” to “Business and Office”. Figure C-14 shows the location of the application site on Bird Road (SW 40 Street) near SW 87 Avenue. Table C-5 displays the Trade Area analysis for Application No.9. This analysis shows that there is less than three acres of vacant land in the Trade Area; however, Bird Road is lined on both sides with all kind of commercial activity.

Table C-5
 Trade Area
 Study Area C

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use (2004)
9	1.5	3,000-40,000	42,378	2.7	325.6

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, January 2006.

Application No. 11 is a Small-scale amendment application, which requests change in designation on the Land Use Plan map from “Estate Density Residential” to “Low Density Residential”, and, therefore, does not follow the trade area criteria.

Figure C-14
TRADE AREA MAP: APPLICATION NO. 9



0 0.25 0.5 1 Miles



	Application 9		Commercial Land Use
	1.5-mile Buffer		Vacant Commercial Land Use

Miami-Dade County
 Department of Planning & Zoning
 Planning Research Section
 February 2006

Roadways

Existing Conditions

Figure C-15 illustrates the existing arterial roadway network serving Study Area C. East-West arterials such as SW 8, SW 24, SW 40, SW 56 and SW 72 Streets and North-South Expressway and arterials such as the Palmetto Expressway (SR 826), the Don Shula Expressway (SR 874), SW 102, SW 97 and SW 87 Avenues are the major travel corridors which provide accessibility within the study area and to other portions of the County. Also, there is adequate access to the Palmetto Expressway with interchanges at SW 8, SW 24, SW 40, SW 56 and 72 Streets.

Table C-6 lists and Figure C-16 shows the existing traffic conditions on major roadways in this study area. Most roadways in the study area show acceptable peak-period level of service (LOS) conditions, LOS C or better. However, the segment of the Palmetto Expressway between SR 874 and SW 56 Street is currently operating at LOS E thus violating the adopted LOS D standard. Two other segments of the Palmetto Expressway, from SW 8 Street to SW 24 Street and between SW 56 Street and SW 72 Street, are operating at the adopted LOS D standard.

Traffic Concurrency Evaluation

The study area is located inside the Urban Development Boundary (UDB), between the Urban Infill Area (UIA) and the adopted 2005 UDB. An evaluation of peak-period traffic concurrency conditions, as of January 2006, which considers reserved trips from approved developments, not yet constructed and programmed roadway capacity improvements, predicts that most roadway segments have sufficient service capacity. The exception is the segment of the Palmetto Expressway between SR 874 and SW 56 Street (Miller Drive), which fails to meet the County's adopted LOS D standard as shown in the table below and in Figure C-17.

Roadway Segments That Run Out of Service Capacity
Study Area C

Roadway Segment	Trips Left
SR 826/Palmetto Expressway between SR 874 to SW 56 Street	-90

Source: Miami-Dade County Public Works Department and Florida Department of Transportation, January 2006.

Moreover, the traffic concurrency evaluation revealed that other three roadway segments might soon run out of service capacity, as shown in the table below.

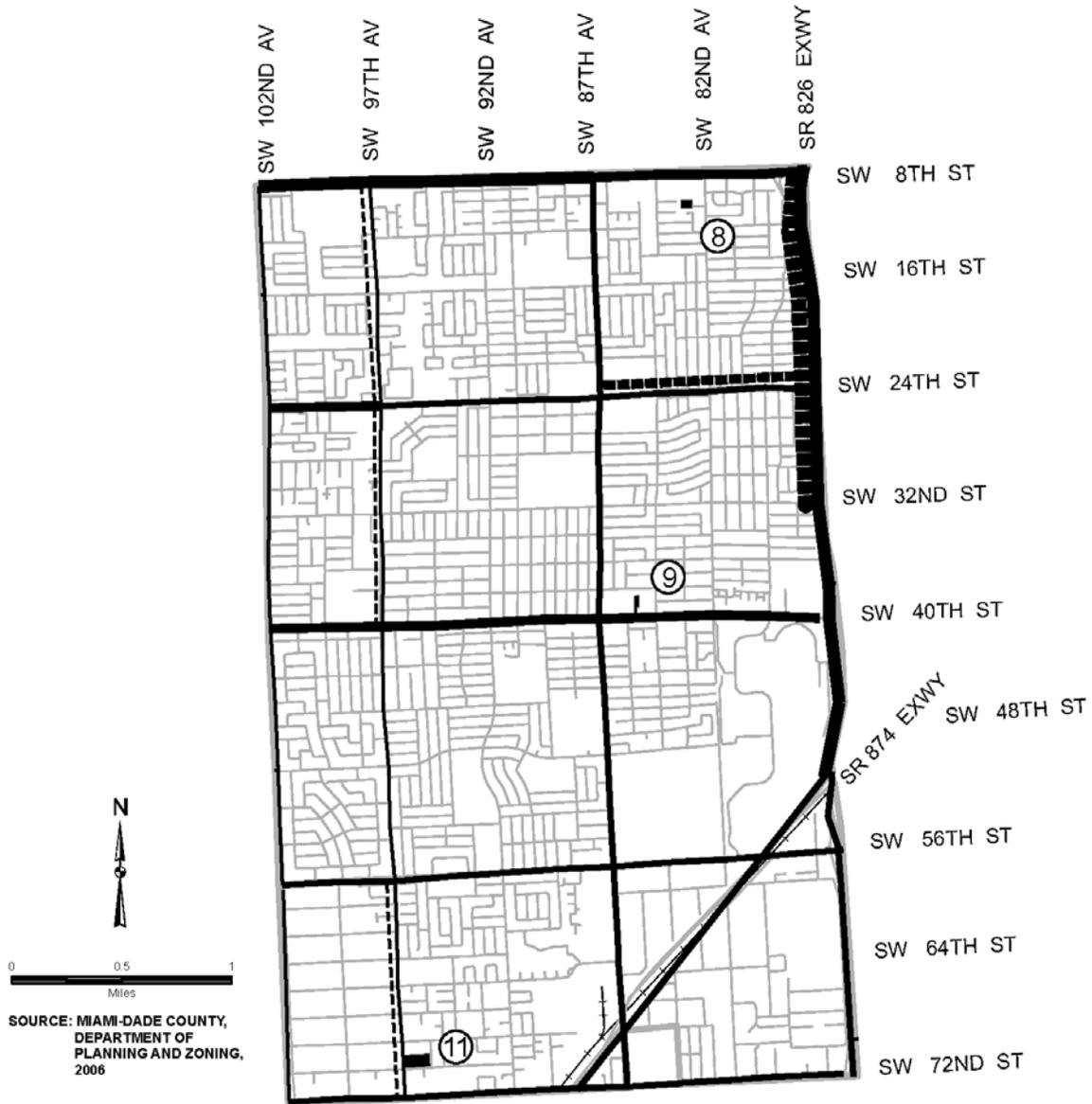
Roadway Segments That May Soon Run Out Of Capacity

Roadway Segment	Trips Left
SW 97 Avenue between SW 8 Street to SW 24 Street	290
SW 97 Avenue between SW 40 Street to SW 56 Street	98
SW 56 Street/Miller Drive between SW 87 Avenue to SR 826	49

Source: Miami-Dade County Public Works Department and Florida Department of Transportation, January 2006.

Figure C-15

ROADWAYS: APPLICATION NOS. 8, 9, & 11



EXISTING ROADWAYS

- 2 LANES
- 4 LANES
- 6 LANES
- 8 LANES

PROGRAMMED CAPACITY IMPROVEMENTS (2006-2010)

- 3 LANES
- 6 LANES
- 10 LANES

- ⑧ APPLICATION AREA
- STUDY AREA
- +— RAIL ROAD

Table C-6
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area C

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 97 Avenue	SW 8 Street to SW 24 Street	2 UD	D	C (04)
	SW 24 Street to SW 40 Street	2 UD	D	C (04)
	SW 40 Street to SW 56 Street	2 UD	D	C (04)
SW 87 Avenue/ Galloway Road (SR 973)	SW 8 Street to SW 24 Street	4 DV	E	C (00)
	SW 24 Street to SW 40 Street	4 DV	E	D (00)
	SW 40 Street to SW 56 Street	4 DV	E	C (00)
	SW 56 Street to SW 72 Street	4 DV	E	C (01)
SR 826/Palmetto Expressway	SW 8 Street to SW 24 Street	8 LA	D	D (01)
	SW 24 Street to SR 874	8 LA	D	C (01)
	SR 874 to SW 56 Street	4 LA	D	E (01)
	SW 56 Street to SW 72 Street	4 LA	D	D (01)
SW 8 Street/ Tamiami Trail (SR 90)	SW 107 Ave. to SW 87 Ave.	8 DV	E+20%	C (01)
	SW 87 Ave. to SR 826	6 DV	E+20%	D (00)
SW 24 Street/ Coral Way	SW 107 Ave. to SW 97 Ave.	6 DV	E+20%	B (04)
	SW 87 Ave. to SR 826	4 DV	E+20%	B (04)
SW 40 Street/Bird Road (SR 976)	SW 107 Ave. to SW 97 Ave.	6 DV	E+20%	B (00)
	SW 97 Ave. to SW 87 Ave.	6 DV	E+20%	B (00)
	SW 87 Ave. to SR 826	6 DV	E+20%	C (00)
SW 56 St./Miller Dr.	SW 107 Ave. to SW 97 Ave.	4 DV	D	B (04)
	SW 97 Ave. to SW 87 Ave.	4 DV	D	B (04)
	SW 87 Avenue to SR 826	4 DV	D	C (04)
SW 72 Street/ Sunset Dr.	SW 107 Ave. to SW 87 Ave.	4 DV	E+20%	C (00)
	SW 87 Ave. to SR 836	4 DV	E+20%	B (00)
Don Shula Espy. / SR 874	SR 878 to SR 826	4 LA	D	B (00)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department and Florida Department of Transportation, January 2006.

Notes: () identifies the year the traffic count was updated or LOS traffic analysis revised.

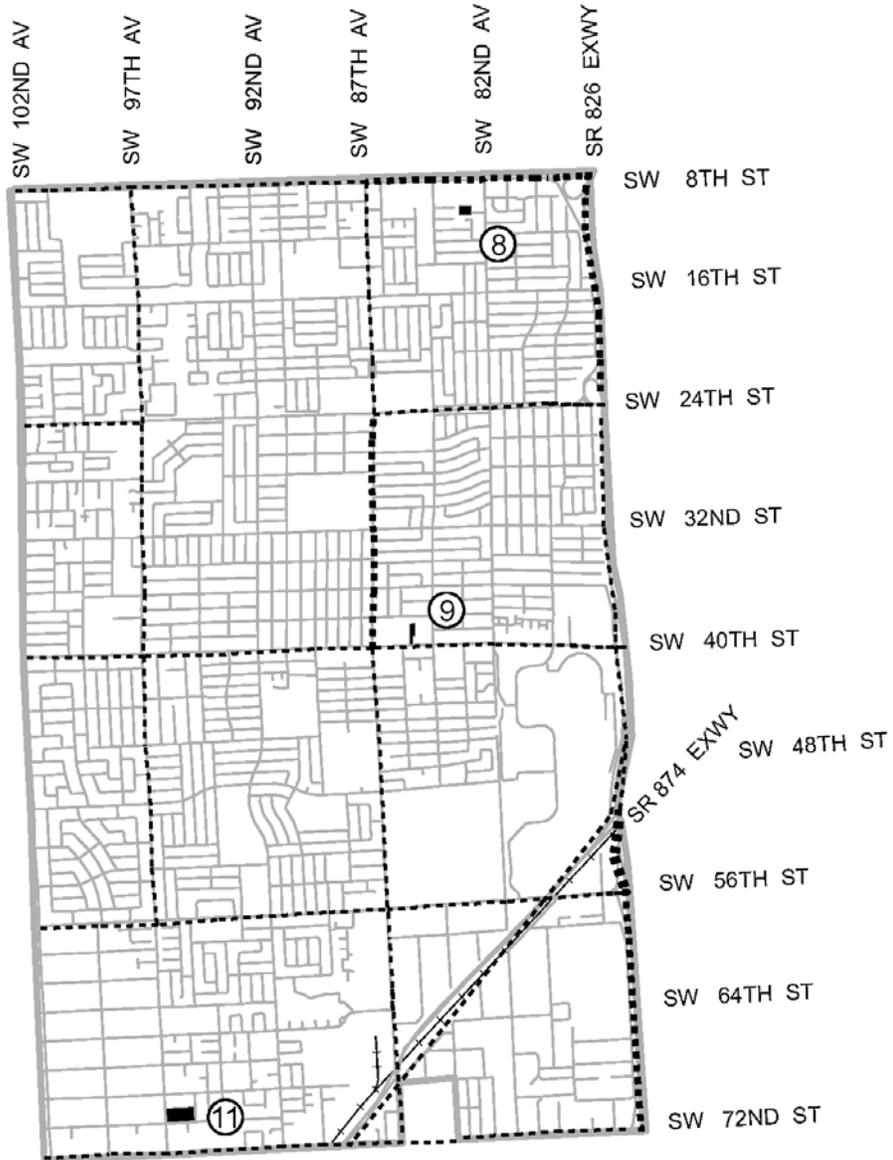
LOS Std. means the adopted minimum acceptable peak period Level of Service Standard for all State and County roadways.

DV= Divided Roadway, UD= Undivided Roadway, LA Limited Access

E+20 = 120 percent of the LOS E (capacity), 20 minutes or less transit headway between the Urban Infill Area and the Urban Development Boundary.

Figure C-16

EXISTING ROADWAY LEVEL OF SERVICE: APPLICATION NOS. 8, 9, & 11



**EXISTING PEAK PERIOD
LEVEL OF SERVICE**

- LEVEL OF SERVICE C OR BETTER
- LEVEL OF SERVICE D
- LEVEL OF SERVICE E

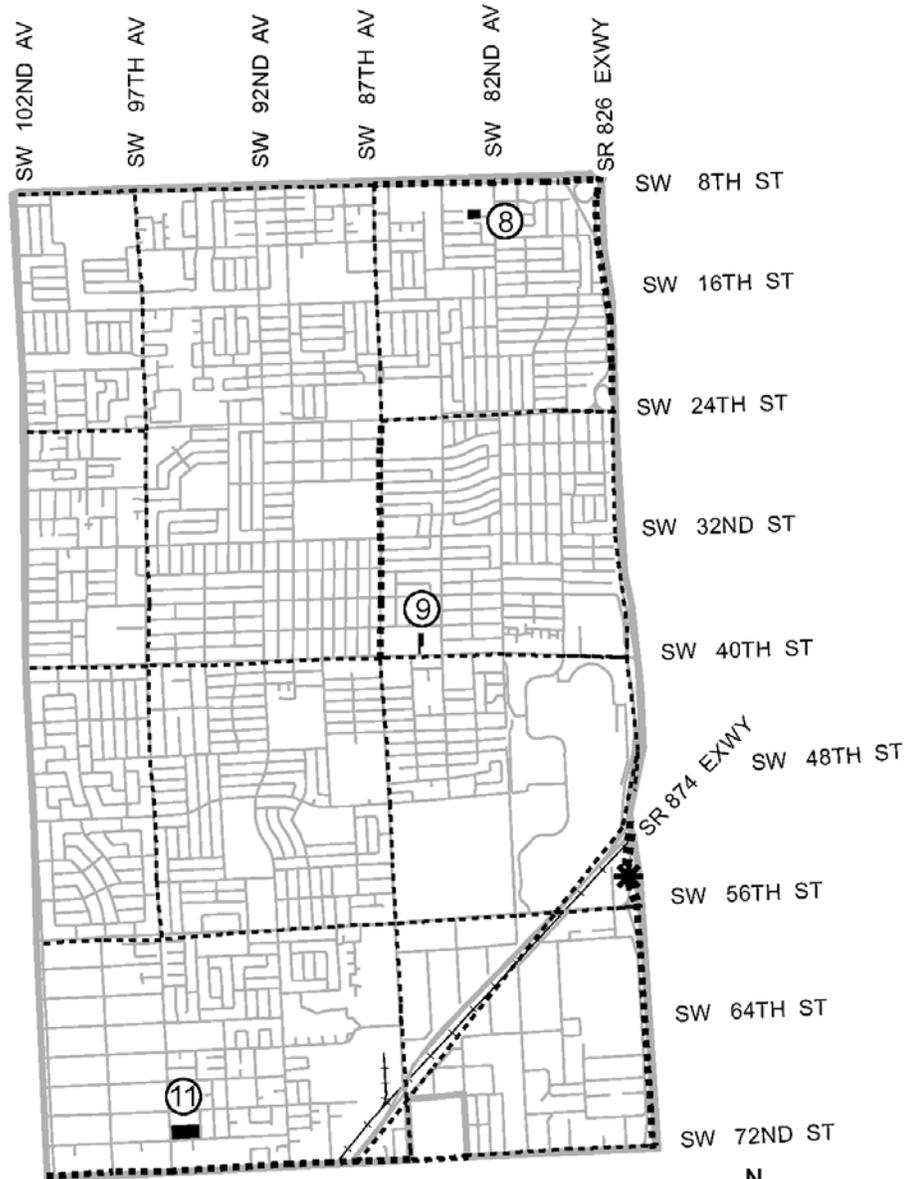
- ⑧ APPLICATION AREA
- ▭ STUDY AREA
- +— RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Figure C-17

ROADWAY CONCURRENCY LEVEL OF SERVICE: APPLICATION NOS. 8, 9, & 11



PEAK PERIOD ROADWAY CONCURRENCY LEVEL OF SERVICE

----- LEVEL OF SERVICE C OR BETTER

..... LEVEL OF SERVICE D

■■■■■ LEVEL OF SERVICE E

* LINK VIOLATES ADOPTED LOS STANDARD



⑧ APPLICATION AREA



□ STUDY AREA



—+— RAIL ROAD



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Future Conditions

According to the Metropolitan Planning Organization's (MPO) 2006 Transportation Improvement Program, the following roadway capacity improvement projects are programmed for fiscal years 2006-2010 in this Study Area (see Table C-7). Figure C-15 above shows the roadway capacity improvement projects programmed for this study area.

Table C-7
 Programmed Roadway Capacity Improvements
 Fiscal Years 2006 - 2010
 Study Area C

Roadway	From	To	Type of Improvement	Fiscal Year
SW 97 Avenue	SW 8 Street SW 56 Street	SW 40 Street SW 72 Street	Widening 2 to 3 lanes Widen 2 to 3 lanes	UC 2006-07
SR 836/Palmetto Expwy.	SW 2 Street SW 16 Street	SW 16 Street SW 32 Street	Widen 8 to 10 lanes Widen 8 to 10 lanes	2008-09 2008-09
SW 24 Street	SW 87 Avenue	SW 77 Avenue	Widening 4 to 6 lanes	UC

Source: Transportation Improvement Program 2006, Miami-Dade County Metropolitan Planning Organization, June 2005.

Note: UC means under construction.

The Miami-Dade Transportation Plan to the Year 2030 lists the widening, from 2 to 3 lanes, of the roadway segment of SW 97 Avenue from SW 40 Street to SW 56 Street as Priority I project. Priority I projects are roadway improvements planned to be funded by the Year 2009. The Priority I projects are roadway improvements needed to respond to the most pressing and current urban travel problems.

Application Impacts

Table C-8 below identifies the number of PM peak hour trips estimated to be generated by the proposed developments under the requested CDMP Land Use Plan map designations and compares them to the developments that could occur under the current CDMP Land Use Plan map designations for each application.

service. Traffic concurrency analysis indicates that the roadway segments of SW 8 Street, between SW 87 Avenue and the Palmetto Expressway (SR 826), in front of the application site, is predicted to operate at LOS D, and from the Palmetto Expressway to SW 67 Avenue is projected to operate at LOS F (1.06), above the adopted level of service standard (E+20%) applicable to this roadway. Moreover, Application No. 8, if granted, would generate 22 more PM peak-hour trips than under the current CDMP designation of Low-Medium Density Residential (see Table C-8). In analyzing the potential trip distribution, the impact of the proposed development under the requested land use designation would be negligible and not adversely impact existing or concurrency traffic conditions on SW 8 Street, SW 87 Avenue and the Palmetto Expressway.

Application No 9 is a 1.06-acre site located between SW 38 and SW 40 Streets and Theoretical SW 85 and SW 84 Avenues. Access to this site would be from SW 40 Street. Currently, SW 40 Street, between SW 87 Avenue and the Palmetto Expressway (SR 826), is operating at LOS D, above the adopted level of service (E+20%) standard applicable to this roadway.

Two development scenarios were analyzed for traffic impacts under the current (Business & Office and Low Density Residential) and two scenarios under the requested (Business & Office) land use designations. Scenario 1 under the current land use designation assumes the application site developed with 4 single-family homes and a 4,007 sq. ft. strip shopping center, and Scenario 2 assumes the application site developed with 4 single-family homes and 9 townhouses. Under the requested land use designation (Medium Density Residential), Scenario 1 assumes the application site developed with an 18,469 sq. ft. shopping center, and Scenario 2 assumes the application site developed with 13 townhouses.

Table C-8 identifies the number of PM peak-hour trips estimated to be generated by the potential developments under the current and requested land use designations. Application No. 9, if granted, would generate 68 more PM peak-hour trips, if developed with a shopping center, than the current CDMP designation of Business & Office and Low Density Residential. Based on the concurrency analysis, the impact of the proposed change will be minimal on the adjoining roadway system and, therefore, will cause no roadway to fail the adopted levels of service.

Application No 11 is a 4.39-acre site located on SW 70 Street between SW 95 and SW 97 Avenues. Access to this site, if approved, would be from SW 97 Avenue and SW 70 Street. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better. Currently no traffic information is available for the roadway segment of SW 97 Avenue between SW 56 Street and SW 72 Street. However, traffic concurrency analysis indicates that the roadway segments of SW 72 Street, between SW 87 and SW 107 Avenues, south the application site, is predicted to operate at LOS D, above the adopted level of service (E+20%) applicable to this roadway.

Two development scenarios were analyzed for traffic impacts under the current (Estate Density Residential) and two scenarios under the requested (Low Density Residential) land use designations. Scenario 1 under the current land use designation assumes 3.25 acres of the application site developed with 8 single-family homes, and Scenario 2 assumes 2 acres of the application site developed with 5 single-family homes. Scenario 1 under the requested land use

designation assumes 3.25 acres of the application site developed with 19 single-family homes, and Scenario 2 assumes 2 acres of the application site developed with 12 single-family homes. It should be pointed out that the applicant owns 2 of 4.39 acres.

Traffic concurrency analysis indicates that Application No. 11, if granted, would generate 13 more PM peak-hour trips, if developed with 19 single-family homes, than the current CDMP designation of Estate Density Residential (see Table C-8). In analyzing the potential trip distribution, the impact of the proposed developments under the requested land use designation would be negligible and not adversely impact existing or concurrency traffic conditions on the adjacent roadway network.

Transit Service

Existing Service

Metrobus Routes 8, 24, 40, 56, 72, and 87, Coral Way MAX, Bird Rd. MAX and Sunset KAT, serves study Area C. Table C-9 below shows the existing service frequency in summary form.

Table C-9
Metrobus Route Service
Study Area C

Route No.	Weekday Headway*		Proximity in miles to App.	Proximity in miles to App.	Proximity in miles to App.	Feeder, Local or Express
	Peak	Off-Peak	No. 8	No.9	No.11	
8	30	30	0	1.25	3	L/F
24	15	15	1	1.25	3	L
40	15	20	2	0	2	L/F
56	30	30	3	1.25	0.75	L/F
72	30	30	4	2.25	0	L/F
87	30	30	0.5	0.25	1	L/F
Coral Way MAX	20	n/a	2	0	2	L
Bird Road MAX	20	40	1	1.25	3	L/F
Sunset KAT	7.5	45	4	2.25	0	L/F

Source: Miami-Dade Transit Agency, February 2006

Notes: *Headway time in minutes

F means feeder service to Metrorail

L means local service route

E means express service

N/A means none available

Future Conditions of the Study Area

By the year 2015, the truncated Study Area C is projected to experience a population increase of 4.55%, or 2,560 additional residents and an employment increase of 5.74%, or 3,374 additional jobs. The projected population and employment increase would warrant improvements to the current transit service in this truncated study area.

Transit improvements to the existing transit service in Truncated Study Area C, such as improved headways and extensions to the current routes, are being planned for the next five years as noted in the 2005 Five-Year Transit Development Plan (TDP) and in the People's Transportation Program (PTP). Table C-10 shows service improvements programmed for existing routes within truncated Study Area C as well as the new routes proposed for the area.

Table C-10
Planned Transit Improvements
Study Area C

Route	Improvement Description
8	All night service, every 60 minutes, seven days a week. Serves the Government Center station. Extend Westchester short trips to FIU Terminal via SW 16 St. Extend route to FIU on weekends via both SW 8 St and SW 24 St Extend service to Miccosukee resort every 30 minutes.
24	All night service, every 60 minutes, seven days a week. Serves the Vizcaya and Government Center Metrorail stations. Reduce weekday headways from 15 to 20 minutes. (CBOA)
56	Improve peak headways from 30 to 15 minutes. Introduce weekend service
72	Improve peak headways from 30 to 15 minutes.
87	Extend route to the Palmetto Metrorail Station on weekends. Improve peak headways from 30 to 15 minutes.
224 Coral Way MAX	Improve peak headways from 20 to 15 minutes
240 Bird Road MAX	Improve peak headways from 20 to 15 minutes. Introduce weekend service. Discontinue midday service. Last morning trip at 7:50 am WB and 8:35 am EB. First afternoon trip at 3:10 pm WB and 3:56 pm EB. (CBOA)
272 Sunset KAT	Extend route westward to future West Kendall Bus Terminal.

Source: 2005 Transit Development Program, Miami-Dade Transit Agency, June 2005.

There are also two new routes programmed for this area. They are:

New Routes	Improvement Description
SR 826	A new express route from Dadeland area to the Palmetto Metrorail Station and Westland Mall via the Palmetto Expressway, serving Dadeland Mall and the Dadeland Metrorail Station.
Westchester to MIA MAX	New premium service between the SW Westchester area and the Miami International Airport.

Source: 2005 Transit Development Program, Miami-Dade Transit, June 2005.

The projected transit improvements for truncated Study Area C are estimated to cost approximately \$934,702 in annual operating cost and a one time capital cost of \$1,633,198 for a total cost of \$2,567,900. These costs reflect only the cost of that portion of route improvements within truncated Study Area C.

Major Transit projects

Regarding future transit projects within this area, the East-West Transit Corridor Study is currently underway. An evaluation of the previous Final Environmental Impact Statement (FEIS) is being conducted for a rail project along the corridor. The corridor will extend along the SR 836/Dolphin Expressway, between FIU Tamiami Campus and the Miami Intermodal Center (MIC) at Miami International Airport.

Applications Impacts

For the three applications, Application Nos. 8, 9 and 11, a trip generation analysis was performed in each of the traffic analysis zone (TAZ) where the applications are located. In TAZ 988, where Application No. 8 is being requested, the trip generation analysis indicates that this application if granted would cause no variation on the projected transit trips and, therefore, no changes beyond those already planned for the area would be warranted.

An analysis was performed in TAZ 993, where Application No. 9 is being requested. If granted, this application would add a few additional transit trips and, therefore, no changes beyond those already planned for the area would be warranted.

The trip generation analysis performed in the TAZ 951, where Application No. 11 is being requested, indicates that this application if granted this application would also add very few transit trips and, therefore, no changes beyond those already planned for the area would be warranted.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to Study Area C.

Potable Water Service

Virtually all of Study Area C is provided with public water service by WASD. Water is treated at the Alexander Orr Water Treatment Facility, which has a capacity of 217.7 mgd, and an average production of about 174.5 mgd in 2005. This plant's maximum production has a capacity of 199.8 mgd (17.9 mgd capacity available).

At the present time, the potable water systems meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Sewer Service

The sewer service network in Study Area C is not as extensive as the potable water service network. Major force mains extend along West Flagler Street, SW 40 Street, and one major main extends through the area along SW 82, SW 92 and SW 97 Avenues.

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant located near Black Point. This plant has a design capacity of 112.5 mgd. The effluent produced by this facility meets all federal, State and County standards. As of November 2005, this plant is treating sewage at an average daily rate of 85 percent (95.33 mgd) of its permitted capacity. Planned expansion of this facility will increase its capacity to 131.25 mgd.

At the present time, the wastewater treatment facilities meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Water and Sewer Service to Application Area

The location of the most proximate water and sewer connections to the application sites is detailed in Table C-11. The impact of the amendments on water and sewer demand is specified in Table C-12.

Table C-11
Available Water and Sewer Connections
Study Area C

	Application No.	Distance to Main (feet)	Diameter of Main (inches)	Location of Main	Utility (1)
WATER					
	8	Adjacent	8"	SW 10 Street	WASD
	9	Adjacent	12"	SW 40 Street	WASD
	11	Adjacent	12"	SW 97 Avenue	WASD
SEWER					
	8	Adjacent	8 G	SW 82 Ct	WASD
	9	75'	8 G	SW 38 Street	WASD
	11	187'	8 G	SW 70 Street	WASD

Sources: Miami-Dade County Department of Environmental Resources Management and Miami-Dade Water and Sewer Department, January 2006.

Notes: (1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
G = Gravity Main
F = Force Main

Application No. 8

There are existing 8-inch water mains east and west of the subject property. The source of water of these mains is the Alexander Orr Treatment plant, which currently has adequate capacity to meet the projected demands from this project.

There is an existing 8-inch gravity main sewer line, which abuts the site along SW 82 Ct from which the developer may connect. The flow is directed to the South District Treatment Plant. This system has adequate collection/transmission and treatment capacity for the proposed subject property, at this time.

Any proposed sanitary connection on water main extension shall be 8-inch minimum.

Application No. 9

There is an existing 12-inch water main at SW 40 Street to which the applicant can connect for this application site. The source of water of this main is the Alexander Orr Treatment plant, which currently has adequate capacity to meet the projected demands from this project.

Currently, there is an existing 8-inch sanitary sewer along SW 38 Street, located approximately 75 feet from the subject property. Also, there is an 8-inch force main abutting the property along SW 40 Street. The flow from the force main and gravity main discharges to the South District Treatment Plant; however, the pump station for this application is on Conditional Moratorium (CM). The Projected National Average Pump Operating Time (NAPOT) is required to be less than 10.00 hours; any increase in time to the pump system is considered an overload and consequently will be subject to a Conditional Moratorium. The station status will change once a remedial plan of corrective action to ensure adequate transmission capacity is submitted to the US Environmental Planning Agency (EPA). Until the proposed plan of corrective action is completed and issued to the EPA, no certificates of occupancy or completion for new construction will be issued.

Application No.11

There is an existing 12-inch water main that abuts the subject property along SW 97 Avenue, and an 8-inch main along SW 70 Street, to which the applicant can connect from this application site. The Alexander Orr Treatment plant which, currently has adequate capacity to meet the projected demands from this project. Any extension inside the developer's property shall be 8-inch.

Currently, there is an existing 8-inch gravity sanitary sewer, approximately 187 feet east of the property that connects to an existing manhole at SW 70 Street east of SW 94 Ct. The flow is directed to the South District Treatment Plant. This system has adequate collection/transmission and treatment capacity for the projected demands from the proposed application.

Table C-12
Water and Sewer Demand for Application Nos. 8, 9 and 11
Study Area C

Application No.	Water and Sewer Demand ¹
8	6,600 GPD
9	1,847 GPD
11	9,100 GPD

Source: Miami-Dade Department of Environmental Resources Management, January 2006.

Note: GPD means Gallons Per Day

WASD’s regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the settlement agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the EPA consent decree.

Furthermore, in light of the fact that the County’s sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

When development plans for the subject property are finalized and upon the owner’s request, WASD will prepare an agreement for water and/or sewer service, provided that they are able to offer those services at the time of the owner’s request. Please note that an alternative water supply plan may be required from the applicants to address adequate water supply for their projects. Prior to approval of a building permit or its functional equivalent, the applicants will need to ensure that adequate water supply will be available for their project.

Solid Waste

The adopted level of service (LOS) standard for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements and anticipated uncommitted waste flows for a period of five years. At the present time, the Department of Solid Waste Management (DSWM) is projecting remaining available capacity well in excess of the five year standard. See Solid Waste section in Chapter 2 of this report.

Applications Nos. 8, 9 and 11 are amendments that lie within the 2005 UDB and the DSWM waste service area for garbage and trash collections. The closest DSWM facility is the West Transfer Station, which is approximately 2.5 miles away from Application No. 8, approximately 2 miles away from Application No. 9, and approximately 5 miles away from Application No.11.

Due to the character of the requests, the impact on collection services is minimal. Due to the size and nature of the applications, the impacts on collection services would be minimal. However, the impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM collections, private haulers and municipalities is paid for by the users.

Fire and Rescue Service

Study Area C is currently served by Miami-Dade Fire Rescue Stations 3,9, 14, 29, 47, and 58. East Kendall (13) is scheduled for completion in fiscal year 2007-2008 in the vicinity of 6000 SW 87 Avenue. The planned station will mitigate impact to existing services. (See Fire Rescue Study Area Map Figure C-18).

Application No.8

Average travel time to alarms at the location of Application No. 8 is approximately 7.25 minutes. Travel time for Life Threatening Emergencies is approximately 6.75 minutes and 3.45 minutes for structure fires. The current CDMP designation (Low-Medium Density Residential) generates a total of 5 annual alarms. The proposed CDMP designation (Medium Density Residential) will allow a proposed potential development totaling 33 dwelling units, which is anticipated to generate 9 annual alarms. This will result in a minimal impact to existing fire rescue services. Planned stations will mitigate impact to existing services.

The required fire flow for the proposed CDMP designation is 2,000 gallons per minute (gpm) at 20 psi residual on the system. Fire hydrants are required to deliver flows of 750 gpm.

Application No.9

Average travel time to alarms at the location of Application No. 9 is approximately 4.37 minutes. Travel time for Life Threatening Emergencies is approximately 4.08 minutes. The current CDMP designation (Business and Office, and Low Density Residential) generates a total of 2 annual alarms. The proposed CDMP designation (Business and Office) will allow a proposed potential development totaling 18,469 sq. ft. of commercial retail space, which is anticipated to generate 4 annual alarms. This will result in a minimal impact to existing fire rescue services. Planned stations will mitigate impact to existing services.

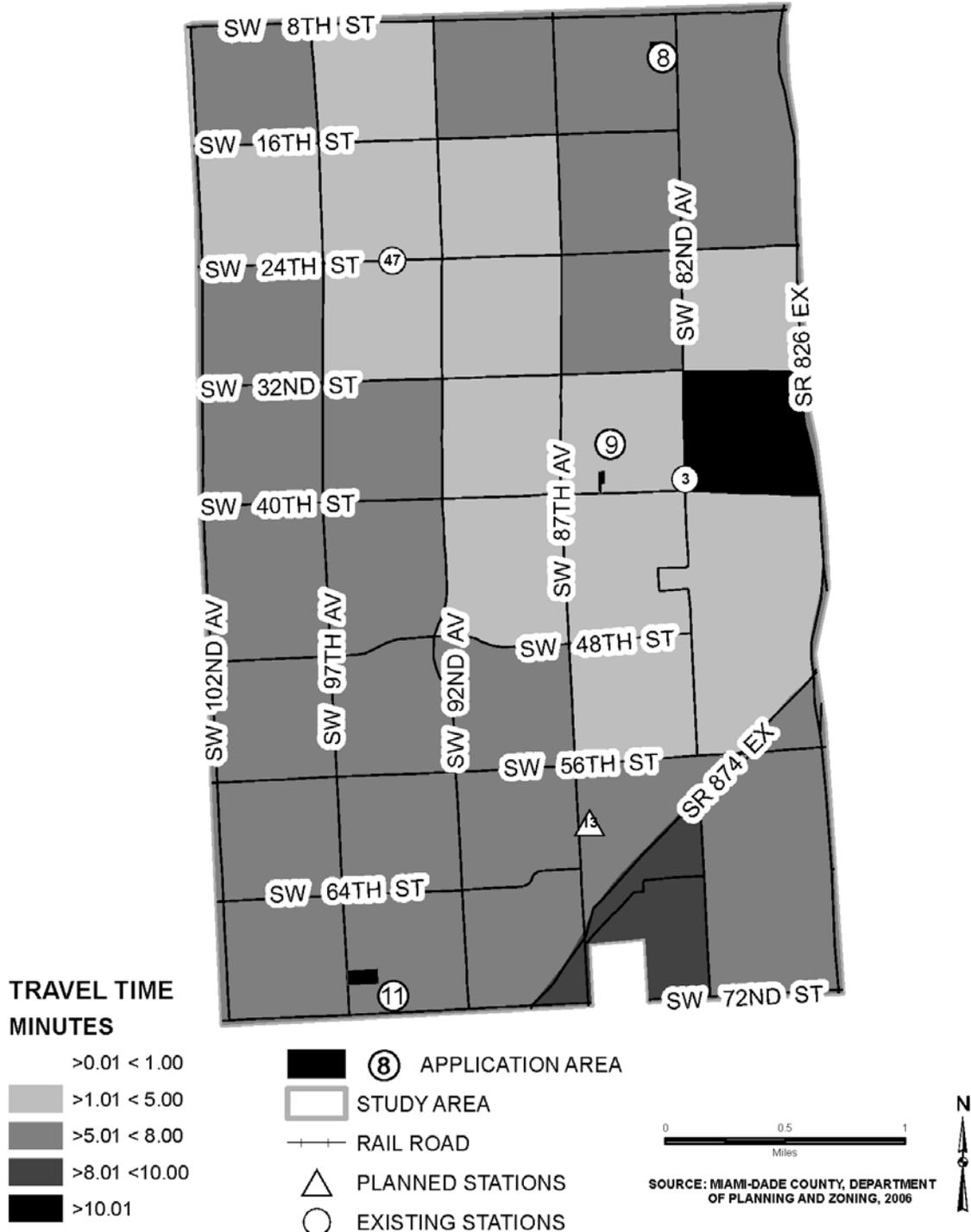
The required fire flow for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20 psi residual on the system. Fire hydrants are required to deliver flows of 1,000 gpm.

Application No.11

Average travel time to alarms at the location of Application No. 11 is approximately 7.96 minutes. Travel time for Life Threatening Emergencies is approximately 7.26 minutes. The current CDMP designation (Low-Medium Density Residential) generates a total of 3 annual alarms. The proposed CDMP designation (Medium Density Residential) will allow a proposed

Figure C-18

FIRE-RESCUE DEPT. LIFE THREATENING EMERGENCIES RESPONSE TIME:
APPLICATION NOS. 8, 9, & 11



potential development totaling 33 dwelling units, which is anticipated to generate 9 annual alarms. This will result in a minimal impact to existing fire rescue services. Planned stations will mitigate impact to existing services.

The required fire flow for the proposed CDMP designation is 750 gallons per minute (gpm) at 20 psi residual on the system. Fire hydrants are required to deliver flows of 500 gpm.

County Parks

County-owned park and recreation facilities serving Study Area C are shown on Figure C-19. These parks are listed in Table C-13, which provides the name, classification and acreage of each park.

Table C-13
County Park and Recreation Open Space Facilities
Study Area C (MSA 5.4)

Park Identifier	Name of Park	Park Classification	Acreage
A	Area 323	Greenway	2.97
B	Area 324	Greenway	1.89
C	Banyan Park	Neighborhood	3.14
D	Blue Lakes Park	Neighborhood	6
E	Coral Estates Park	Community	5.15
F	Francisco Human Rights Park	Mini Park	3.78
G	Miller Drive Park	Community	4.07
H	Rockway Park	Community	1.81
I	Sunkist	Nature Area Park	0.77
J	Tropical Park	District Park	275

Source: Miami-Dade Park and Recreation Department, 2006.

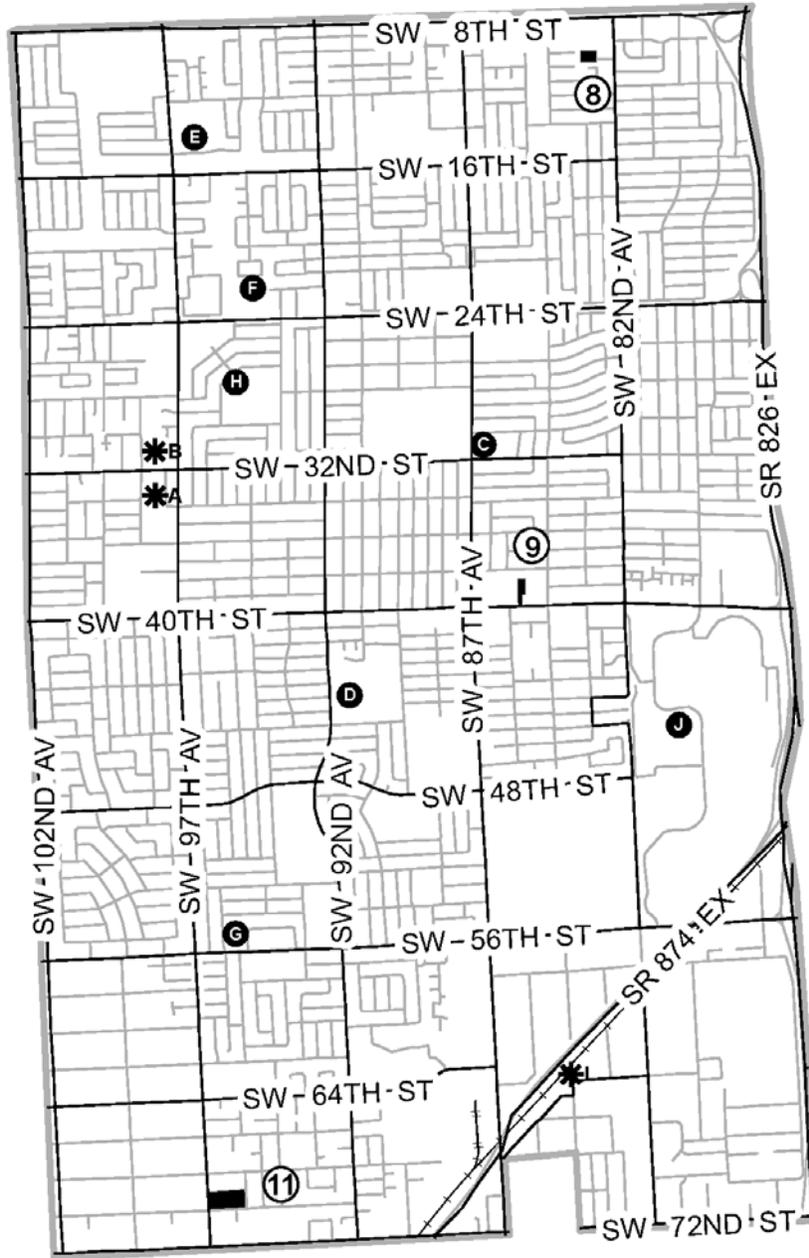
Application Impacts

Application Nos. 8, No. 9 and No.11 are located in Park Benefit District 2 (PBD 2), which has a surplus capacity of 738.76 acres when measured by the County concurrency level-of-service standard.

Application No.8

The nearest park site to Application No. 8 is Coral Estate Park, a 5.15-acre Community Park, located at SW 14 street and SW 97 Avenue, just 1.5 miles from the application site. This application will increase the potential population in PBD 2 by 24. Approval of this application would decrease the available reserve capacity by 0.066 acres to 738.69 acres.

Figure C-19
 COUNTY PARKS: APPLICATION NOS. 8, 9, & 11



- (8) APPLICATION AREA
- STUDY AREA
- RAIL ROAD
- LOCAL PARKS
- * AREAWIDE PARKS

0 0.5 1
 Miles

SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Application No. 9

The nearest park site to application No. 9 is Tropical Park, a 275-acre District Park, located at SW 40 Street and SW 82 Avenue, just on-half mile from the application site. This application, if developed with residential use, could increase the potential population in PBD 2 by 24. Approval of this application could decrease the available reserve capacity by 0.066 acres to 738.69 acres.

Application No.11

The nearest park site to application No. 11 is Miller Drive Park, a 4.07-acre Community Park, located at SW 56 Street and SW 94 Court, just on-half mile from the application site. This application will increase the potential population in PBD 2 by 51. Approval of this application will decrease the available reserve capacity by 0.066 acres to 738.62 acres.

Public Schools

Table C-14 lists the mainstream public schools in the mapped portion of Study Area C, indicating school name and type, October 2005 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity, which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure C-20. As can be seen, the elementary schools in Study Area C had an October 2005 enrollment of 5,228, a FISH Design Capacity of 5,796, and FISH Utilization Percent Utilization of 90%. The middle schools had an October 2005 enrollment of 2,750, a FISH Design Capacity of 1,691, and FISH Percent Utilization of 163%. Finally, the senior high schools in the Study Area had an October 2005 enrollment of 7,172, a FISH Design Capacity of 6,576, and FISH Percent Utilization of 109%.

Application No. 8, if approved, would increase the potential student population in Study Area C by four students. Approximately two elementary and one middle school students would attend Everglades K-8 Center increasing the FISH percent utilization from 106% to 107%. One student would attend Miami Coral Park Senior High, with no change to the FISH percent utilization of 90%.

Application No. 9, if approved, would increase the potential student population in Study Area C by two students. It is estimated that one student would attend Banyan Elementary with no change to the FISH percent utilization of 66%, and one student would attend Southwest Miami Senior High, with no change to the FISH percent utilization of 133%.

Application No. 11, if approved, would increase the potential student population in Study Area C by seven students. Approximately three students would attend Snapper Creek Elementary with no change to the FISH utilization of 94%, two students would attend Glades Middle, with no change to the FISH of 156%, and two students would attend Southwest Miami Senior High, with no change to the FISH percent utilization of 133%.

Table C-14
2005 Public School FISH Rates:
Study Area C

School Identifier (Figure C-20)	Name of School	October 2005 Membership	FISH Design Capacity	FISH Percent Utilization
ELEMENTARY SCHOOLS				
A	Banyan	354	540	66
B	Blue Lakes	513	778	66
C	Coral Park	921	890	103
D	Emerson	446	594	75
E	Everglades (K-8)	1,221	1,148	106
F	Olympia Heights	596	642	93
G	Rockaway	559	546	102
H	Snapper Creek	618	658	94
TOTAL ELEMENTARY		5,228	5,796	90
MIDDLE SCHOOLS				
I	Glades	1,438	804	156
J	Rockway	1,312	887	148
TOTAL MIDDLE		2,750	1,691	163
SENIOR HIGH SCHOOLS				
K	Miami Coral Park	4,042	4,511	90
L	Southwest Miami	3,130	2,065	152
TOTAL SENIOR HIGH		7,172	6,576	109
STUDY AREA TOTAL		15,150	14,063	108

Source: Miami-Dade County Department of Planning and Zoning, 2006, Miami-Dade County Public Schools, 2005

Planned Relief Schools

The Miami-Dade Public School District has programmed in its proposed 5-year Capital Plan, 2005-2009, dated April 2005, the following relief schools:

School Name	Student Stations	Funding Year / Projected Occupancy
Elementary School		
New Elementary School (Banyan Elementary and Everglades K-8)	826	FY 07-08
Middle School		
New Middle School (Rockway Middle) (Glades, Arvida Middle Schools, Kenwood K-8)	676 1241	July 2006 FY 07-08
High School		
New Senior High Schools (Doral, Doral Park & Southwest Miami Sr. High)	2000 874	FY 08-09 October 2006

Source: Miami-Dade County Public Schools District, January 2006.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Figure C-20
COUNTY SCHOOLS: APPLICATION NOS. 8, 9, & 11



- | | | | |
|---|--------------------|---|------------|
|  | ① APPLICATION AREA |  | ELEMENTARY |
|  | STUDY AREA |  | MIDDLE |
|  | RAIL ROAD |  | SENIOR |



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006



STUDY AREA D

Study Area D

Recommendations and Principal Reasons

Study Area D is located in central Miami-Dade County and is bounded by Tamiami Trail on the north, SW 27 Avenue and Biscayne Bay on the east, Sunset Drive (SW 72 Street) on the south, and SW 69/76 Avenue on the west. One small-scale application, (Application No. 10), described below, was filed in this study area to amend the Land Use Plan Map.

Application Number	Applicant/Representative Location (.803 Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
10	Andy Zitman/Keys Investment LTD Zitman and Associates, Inc./Mr. Michael C. Goldberg, General Manager Northside of SW 72 Street and west of Trionfo Street (0.62 Gross Acres; 0.42 Net Acres). From: Low Density Residential To: Business and Office Small-Scale Amendment	DENY

Application No. 10

Location: Northside of Sunset Drive (SW 72 Street) and west of Trionfo Street (SW 52 Avenue)

Requested Small-Scale Amendment to the Land Use Plan Map:

From: "Low Density Residential" (2.5 to 6 DU/ Gross Acre) on the southern portion of the parcel consisting of 0.420 acres)

To: "Business and Office"

Recommendation: DENY

Principal Reasons for Recommendation:

The reasons listed below address a 0.42 net acre or 0.62 gross acre parcel that fronts on Sunset Drive/SW 72 Street. The original application is confusing in that the textual portions, specifically Item No. 3.d (Requested Change) and Item No. 4 (Reasons for Amendment), indicate that the application site is a 0.42 net acre parcel fronting only on SW 72 Street. However, Item No. 5 (Additional Materials Submitted) indicates that a 0.803 net acre or 1.245 gross acre parcel fronting both on SW 72 Street and San Ignacio Avenue is the application site. The additional materials submitted include a legal description and graphical materials such as the survey and an aerial photograph. The 0.803 net acre parcel represents the area owned by the applicant and is the parent tract for the application site. The applicant's representative on

February 14, 2006 submitted additional material clarifying that the actual application site is the 0.42 net acre or 0.62 acre gross parcel.

1. The requested designation from “Low Density Residential” to “Business and Office” at this location would be incompatible with the existing single-family residential developments and the dominant residential character of the area and does not warrant change. The area is designated “Low Density Residential Communities” on the adopted Land Use Plan (LUP) map. The properties located to the north and south of this property contain single-family residences in the City of Coral Gables and in the High Pines area of unincorporated Miami-Dade County. The properties adjacent to this site on the west and east contain institutional uses, on the west there is Riviera Presbyterian Church with a day care center, and on the east is a county designated historical site, Laesch/Bartam House, owned by the local Society of Friends (Quakers) consisting of an office and a day care center. Many uses authorized in the “Business and Office” land use category, including a drugstore or service station, operate late or for 24-hours, which can be disruptive to adjacent residential uses. The current CDMP designation for this parcel is consistent and compatible with the adjoining neighborhood.

The neighborhood has been concerned with compatibility issues. An application requesting a change in the zoning district from EU-M (Estate Modified) to RU-3 (Four Unit Apartment House) for a private school (Cattoria Montessori school) was denied in 2003 by Community Council 12. The zoning application was appealed to the Board of County Commissioners which subsequently also denied the application in 2003. The applicant has submitted a Declaration of Restrictions, indicating that no residential uses shall be permitted on the 0.42 net acre or 0.62 gross acre property on which the Business and Office use is requested and makes reference to constructing the business and office structure with residential characteristics.

2. The proposal is not compatible with Guideline No.4 of the CDMP “Guidelines for Urban Form” which states that the intersections of two-section line roadways should be planned to serve as activity nodes for the surrounding residential communities. Section-line roads are the arterial roadways connecting neighborhoods in Miami-Dade County. When commercial uses are warranted, the CDMP Land Use Element text states that these uses should be located within these activity nodes. The application site does not meet this requirement of an activity node at the intersection of two-section line roadways since it is situated in the middle of a block bounded by one section-line roadway (Sunset Drive/S.W. 72 Street), a collector road (Trionfo Street/S.W. 52 Avenue) and two local roads (Camillas Street and San Ignacio Avenue).
3. No need exists for an additional spot of commercial development in this area. Study Area D has 19.6 acres of vacant land that is zoned or designated for commercial uses in 2004, the year the analysis is based on. The average annual absorption rate projected for the 2003-2005 period is 2.29 acres per year. At the projected rate of absorption reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned or designated land in the year 2013.

4. The subject property has limited access for commercial development, as the site is located in the middle of block on a two-lane historical roadway, Sunset Drive/ S.W. 72 Street. Since there are no turning lanes along this segment of roadway, traffic approaching the site from the west could increase traffic congestion and backups along this segment of roadway.

5. The subject application site does not impact public services and has limited impact on historical and environmental resources. According to the Office of Historic Preservation, the structure on the site is of low to moderate historic/architectural significance. The Office of Historic Preservation did note that the application site is adjacent to a state historic roadway (Sunset Drive), is in the vicinity of a County designated site and contains several oak specimens that contribute to the historic context of the area and roadway. The Department of Environmental Resources Management has identified specimen-sized trees on the site and Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources.

Study Area D Description

Study Area D includes a substantially developed area of approximately 30 square miles in Central southwestern Miami-Dade County. This study area is bounded by Tamiami Trail on the north, SW 27 Avenue and Biscayne Bay on the east, Sunset Drive (SW 72 Street) on the south, and SW 69/76 Avenue on the west. (See Figure D-1.)

Approximately 30 percent of the study area is unincorporated. The incorporated areas include West Miami, and portions of the cities of Coral Gables, South Miami and Miami. This Study Area is comprised of one minor statistical area (MSA 5.3) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of development in the vicinity of the land use plan map application addressed below.

Environmental Conditions and Considerations

All Miami-Dade County's major soil types except sandy soils are found in Study Area D. The major soil types are urban land complexes and tidal mucks and marls. In undeveloped parcels, rock outcrops and mucks exist mostly on the higher ground while marl soils are found in the former glades and along the Bay. Drainage of the soil types found in Study Area D ranges from very poor to moderate. The drainage characteristics of the soils found on the Application site, however, are predominately moderate.

In Study Area D ground elevations on the coastal ridge, described on the eastern portion of the Study Area, exceed 15 feet above mean sea level. East of the Study Area the land elevation drops sharply to the edge of Biscayne Bay. Portions of the coastal ridge that extend inland have elevations between 10 and 15 feet msl. Elevations farther west in the Study Area range between 5 and 10 feet mean sea level.

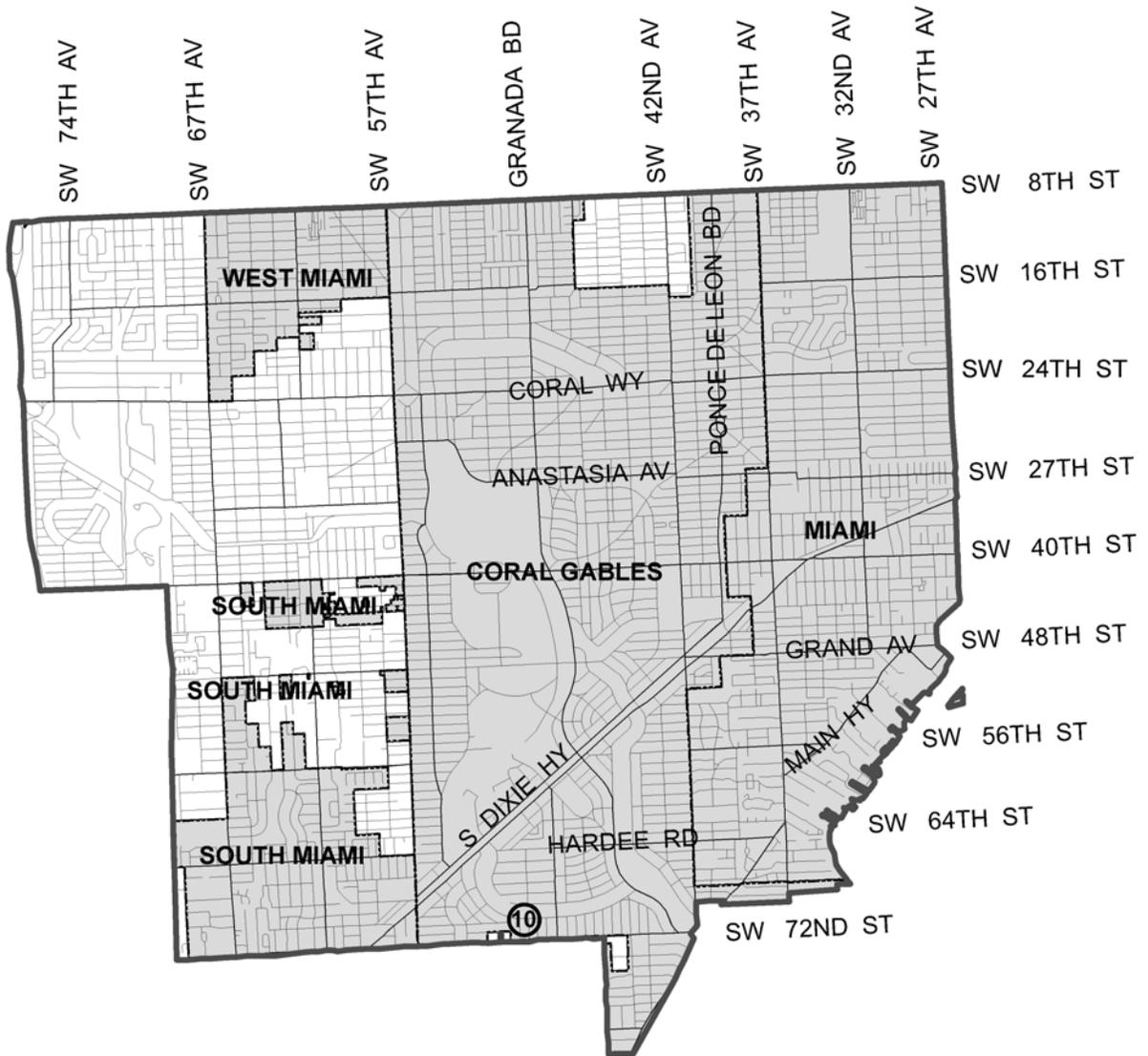
A summary of the environmental conditions for the application located in Study Area D is presented in Table D-1.

Flood Protection

Study Area D is drained by the Coral Gables Waterway. The older low-lying areas near the Coral Gables Waterway flood during heavy rainfalls. The 100-year flood zone includes the area east of Old Cutler Road and low-lying former glades near the canal.

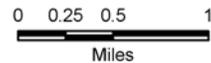
Application No. 10 is located in Section 30, Township 54 South, and Range 42 East. The property is located within Federal Flood Zone X as designated on the Flood Insurance Rate Maps (FIRM) where the areas are determined to be at or above the 500-year flood plain. Any development shall be required to provide a retention or detention system to contain on-site the runoff generated by a 5-year storm event. If drainage wells are used in the design of said disposal system, a State of Florida Department of Environmental Protection Class V permit is required prior to wells construction.

Figure D-1
LOCATION: Study Area D (MSA 5.3)



Legend

-  Study Area
-  Municipality
-  Application Area



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005

Table D-1
Environmental Conditions
Study Area D

	<u>Application Number</u>
	10
<hr/>	
<u>Flood Protection</u>	
County Flood Criteria (NGVD)	+6.5 feet
Stormwater Management	5-year storm
Drainage Basin	Area B
Federal Flood Zone	X
Hurricane Evacuation Zone	NO
<u>Biological Conditions</u>	
Wetlands Permits Required	NO
Native Wetland Communities	NO
Natural Forest Communities	NO
Endangered Species Habitat	NO
<u>Other Considerations</u>	Contaminated Soil and Groundwater
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Source: Miami-Dade Department of Environmental Resources Management.
Miami-Dade Office of Community Development, Historic Preservation Division.
Miami-Dade Department of Planning and Zoning, 2006.

Wetlands

Application No. 10 does not contain jurisdictional wetlands as defined by Section 24-5 of the Code. Therefore, Miami-Dade County will not require a Class IV Permit for work on this application site. However, the applicant should contact the Army Corps of Engineers, the Florida Department of Environmental Protection (DERM) and the South Florida Water Management District regarding their permitting procedures.

Forest Resources

Application No. 10 contains specimen-sized (trunk diameter > 18 inches) trees. Section 24-49 of the Miami-Dade County Code requires the preservation of tree resources. Consequently, the Department of Environmental Resources Management (DERM) will require the preservation of all the specimen-sized trees, as defined in the Code, on the site. A Miami-Dade County tree removal permit is required prior to the removal or relocation of any trees. A tree survey showing all the tree resources on site will be required prior to reviewing the tree removal permit application.

Wellfield Protection

There are no wellfield protection issues to evaluate with respect to this application.

Historic Preservation Analysis

An assessment of the application in this Study Area was conducted by the Office of Historic Preservation. The review found that that the residential structure on the site is of low to moderate historic/architectural significance. The eastern adjacent property is a County designated historic site, Laesch/Bartam House, located at 1205 Sunset Drive. Additionally, the property lies adjacent to a State historic roadway (Sunset Drive), and includes several oak specimens that contribute to the historic context of the area and roadway.

Land Use Patterns Within Study Area D

The existing land use pattern in this study area is predominantly residential with supporting commercial activities. Residential areas include a range of housing types from single-family detached units to multifamily areas at medium densities towards US 1. Significant commercial areas include the Coral Gables and South Miami central business districts. Extensive commercial uses are also located along frontages of US 1, Tamiami Trail, and Bird Drive. Industrial areas exist west of US 1 in Coral Gables, and east of the SW 67/74 Avenues south of Coral Way and Bird Road.

Future Land Use Patterns. The CDMP currently provides for the retention and infill of the existing residential areas. Most of the area is designated for Low Density Residential development in recognition of the numerous single-family neighborhoods. Major commercial nodes are planned at Coral Gables and South Miami. Commercial development is planned for the eastern frontage of US 1, and along Tamiami Trail, Bird Road and parts of Coral Way, and at certain major intersections.

The adopted land use plan allows the continued infill of business and office uses along major roadway frontages where commercial development is already established, and intensification and mixing of uses through redevelopment at planned Urban Center locations, particularly along Metrorail. Downtown Coral Gables has been designated a Metropolitan Urban Center to promote intensification, mixing and integration of land uses.

Application No. 10

The application area is the southern portion of a larger parcel located on the Northside of SW Sunset Drive (SW 72 Street) and west of Trionfo Street (SW 52 Avenue) and contains 0.42 acres.

Existing Land Use Patterns. Current zoning and the existing land use patterns promoted by the Land Use Plan map are presented in Figures D-2, D-3 and D-4. The application area is currently occupied by a single-family residence. The site is bordered on the north and south by residential, and on the east and west by institutional uses. On the east is a County designated historical site, Laesch/Bartam House Historic Site, owned by the local Society of Friends (Quakers) and currently used as an office and a day care center. The property to the west is separated by a small one-way alley beyond which is the Rivera Presbyterian Church and pre-school. The surrounding area is typically single-family residential along Sunset Drive from SW 53 Avenue to Granada Boulevard, and in the interior blocks. The application site and the property to the northeast are zoned EU-M (Estate Use Modified district). Properties to the south up SW 72 Street are zoned RU-1 (Single-Family Residential district) and the property to the west is zoned RU-3 (Four-Unit Apartment district) A summary of existing land use for the application site located in Study Area D is given in Table D-2.

Table D-2
Existing Land Uses Within and Adjacent to Application Area
Study Area D

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
10	Single-Family Residence (EU-M)	Single-Family Residences	Religious (EU-M)	Single-Family Residential (RU-1)	Religious (RU-3)

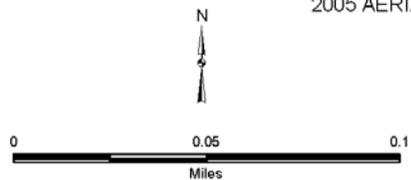
Future Development Patterns. Application No. 10 and all properties to the north, south, east and west are designated as “Low-Density Residential” on the CDMP Land Use Plan. The Applicant is proposing to change this designation on the south .420 acres of the subject property to “Business and Office” designation. That portion of the CDMP Land Use Map which depicts the area surrounding this application site is included as FigureD-5.

Figure D-2
AERIAL PHOTO: APPLICATION NO. 10



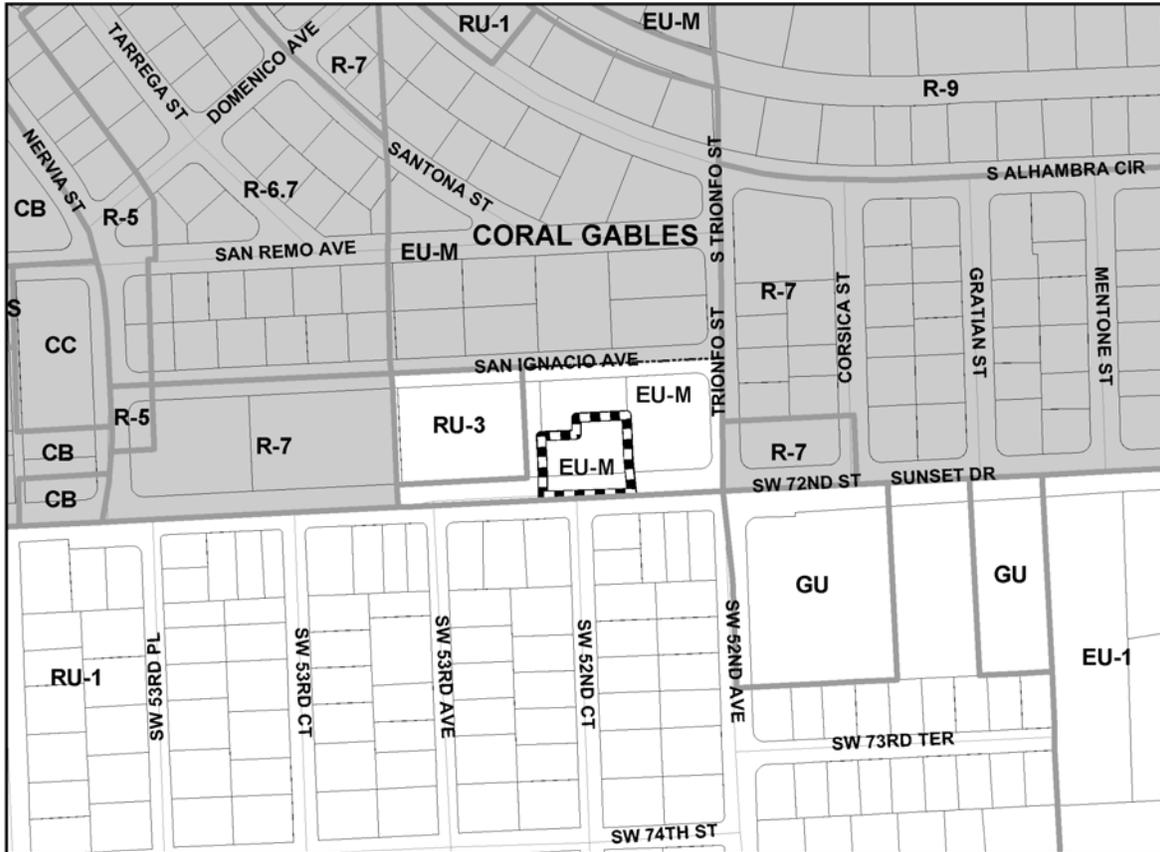
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure D-3
APPLICATION NO. 10
CURRENT ZONING MAP



APPLICATION AREA



MUNICIPALITY

MIAMI-DADE ZONING DISTRICTS

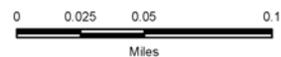
- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- EU-1 ESTATES 1 FAMILY 1 ACRE GROSS
- EU-M ESTATES MOD.1 FAMILY 15,000 SQ.FT. NET
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT.NET

CITY OF CORAL GABLES ZONING CODES

- R-5 SINGLE-FAMILY 1,409 SQ. FT. MIN. BLDNG. F. A.
- R-6 SINGLE-FAMILY 1,527 SQ. FT. MIN. BLDNG. F. A.
- R-6.7 SINGLE-FAMILY 1,627 SQ. FT. MIN. BLDNG. F. A.
- R-7 SINGLE-FAMILY 1,727 SQ. FT. MIN. BLDNG. F. A.
- CB COMMERCIAL LIMITED DISTRICT

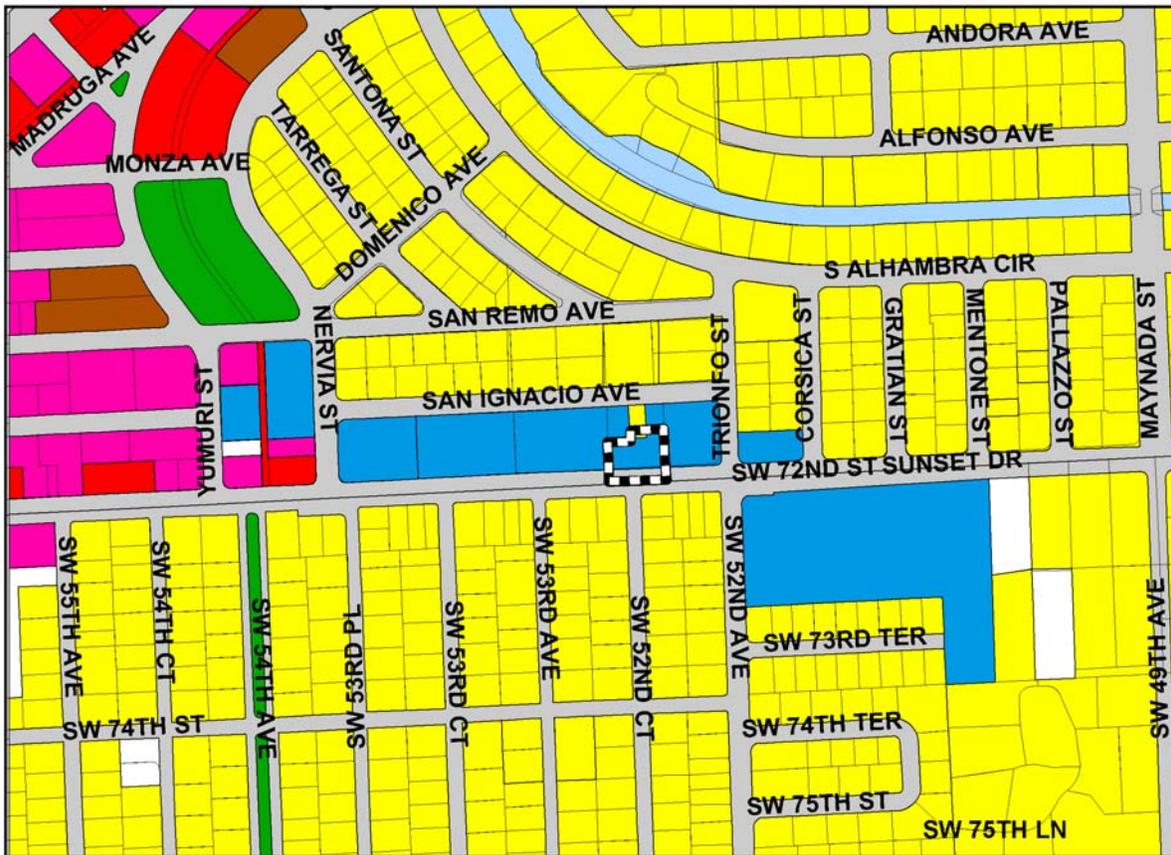
CITY OF CORAL GABLES ZONING CODES (cont'd)

- CC COMMERCIAL DISTRICT
- S SPECIAL USE DISTRICT

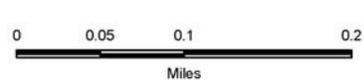


SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Figure D-4
APPLICATION NO. 10
EXISTING LAND USE MAP



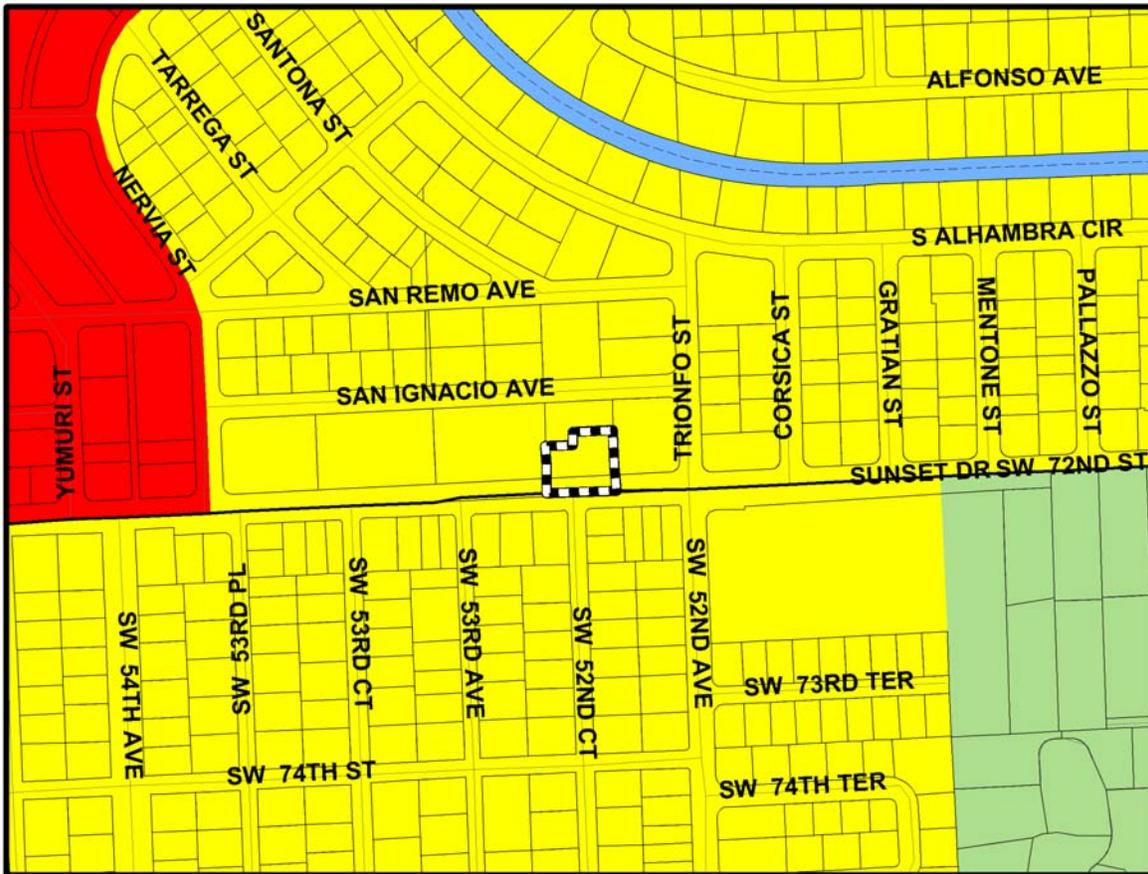
-  APPLICATION AREA
- 2005 EXISTING LAND USE**
-  SINGLE-FAMILY
-  LOW-DENSITY MULTI-FAMILY
-  TRANSIENT-RESIDENTIAL (HOTEL, MOTEL)
-  COMMERCIAL, SHOPPING CENTERS, STADIUMS
-  OFFICE
-  INSTITUTIONAL
-  STREETS, ROADS, EXPRESSWAYS, RAMPS
-  PARKS, PRESERVES, CONSERVATION AREAS
-  VACANT, UNPROTECTED
-  OCEAN, BAY WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure D-5
APPLICATION NO. 10
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

CDMP LAND USE

RESIDENTIAL COMMUNITIES



ESTATE DENSITY RESIDENTIAL (EDR) 1-2.5 DU/AC



LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC



BUSINESS AND OFFICE



WATER



CANAL

STREETS



MINOR ROADWAYS (2 LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Supply and Demand for Residential Land

Vacant residential land in Study Area D (Minor Statistical Area 5.3) in 2005 was estimated to have a capacity for about 1,500 dwelling units with about 60 percent of it intended for multi-family units. The annual average demand is projected to increase from 133 units per year in the 2005-2010 period to 352 units per year in the 2020-2025 periods. An analysis of the residential land capacity shows absorption occurring in this Study Area in the year 2015 (see Table D-3). About 75 percent of the projected residential demand in this Study Area is for single-family units; this land supply is projected for depletion in 2010. The supply of multi-family land is projected for depletion in 2019.

Table D-3
Residential Land Supply/Demand Analysis
2005 to 2025: Study Area D

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2005	597	890	1,487
DEMAND 2005-2010	98	35	133
CAPACITY IN 2010	107	715	822
DEMAND 2010-2015	118	41	159
CAPACITY 2015	0	510	27
DEMAND 2015-2020	305	108	413
CAPACITY 2020	0	0	0
DEMAND 2020-2025	260	92	352
CAPACITY 2025	0	0	0
DEPLETION YEAR	2010	2019	2015

Residential capacity is expressed in terms of housing units as of January 2006.

Housing demand is an annual average figure based on current population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

The table above addresses residential land supply and demand in Study Area D without the effect of the proposed CDMP amendments. There is one small-scale amendment proposed in this area totaling 0.8 net acres requesting a change from a Low-Density Residential designation to a Business and Office designation. There would be no appreciable change in the residential capacity of the Area with a depletion year of 2015 for all unit capacity and 2010 for single-family unit capacity.

Supply and Demand for Commercial Land

Study Area D (MSA 5.3) contained 612.5 acres of in-use commercial uses in 2004 and an additional 19.6 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2003-2005 period was 2.29 acres per year. At the projected rate of absorption reflecting the past rate of commercial uses, the study area will deplete its supply of commercially zoned or designated land in the year 2013 (See Table D-4)

Table D-4
 Projected Absorption of Land for Commercial Uses
 Indicated Year of Depletion and Related Data
 Study Area D

Study Area D	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres <u>per Thousand Persons</u>	
					2015	2025
MSA 5.3						
Total	19.6	612.5	2.29	2013	4.9	4.5

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, January 2006.

An analysis of the Trade Area for Application 10 was conducted by the Research Section of the Department of Planning and Zoning in accordance with methodology established in Chapter 2 of the Report. This analysis shows that the population within a radius of 1.5 miles around Application No. 10 is sufficient to support a neighborhood type commercial center (see Table D-5, Figure D-6) such as the proposed project. As of 2004, there were 141.3 acres of in-use commercial land and approximately 5.7 acres of vacant zoned or designated for commercial uses. This application is located in a predominantly residential area with most of the commercial in-use and vacant land to the east (downtown area of the City of South Miami) of the application site.

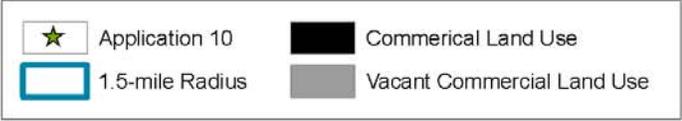
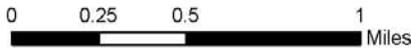
Table D-5
 Trade Area

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Commercial Acres In Use (2004)	Vacant Commercial Land 2004 (Acres)
10	1.5	3,000-40,000	29,057	141.7	5.7

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

Figure D-6

TRADE AREA MAP: APPLICATION NO.10



Miami-Dade County
Department of Planning & Zoning
Planning Research Section
February 2006

Roadways

Existing Conditions

Figure D-7 illustrates the existing arterial roadway network serving the Southern portion of Study Area. East-west arterials such as SW 72 Street (Sunset Drive) and Hardee Road (64 Street) north-south arterials such as SW 57 Avenue (Red Road), US 1 and Granada Avenue are the major travel corridors, which provide accessibility to this portion of the study area and to the site.

Table D-6 lists and Figure D-8 shows the existing traffic conditions on major roadways in this Study Area. Roadways in the study area show the adopted minimum acceptable peak period Level of Service standard.

Table D-6
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area D

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 57 Ave./ Red Rd	South Dixie Hwy to SW 72 St	4 DV	E+50%	E (04)
SW 72 Street/Sunset Dr	SW 57 Av to Cocoplum Plaza.	2 UD	E	B (04)
South Dixie Hwy./US 1 (SR 5)	SW 67 Av to SW 42 Street	6 DV	E+50%	D (01)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, January 2006.

Notes: DV= Divided Roadway; UD = Undivided Roadway.

LOS Std. means the adopted minimum acceptable peak period Level of Service standard for the roadway segment.

E+50% = 150% of LOS E (capacity), Extraordinary Transit in the Urban Infill Area.

() In LOS column identifies year traffic count was updated or LOS traffic analysis revised

Traffic Concurrency Evaluation

The Study Area is located within the County's Urban Infill Area (UIA), a designated transportation concurrency exception area. Table D-7 and Figure D-9 lists concurrency roadway conditions of the application. The evaluation of peak-period traffic concurrency conditions, as of January 2006, in the Southern portion of this Study Area, which considers reserved trips from approved developments not yet constructed and programmed roadway capacity improvements, predicts that the roadway segments have sufficient service capacity, as of the last revised traffic count information.

Figure D-7
ROADWAYS: APPLICATION NO. 10

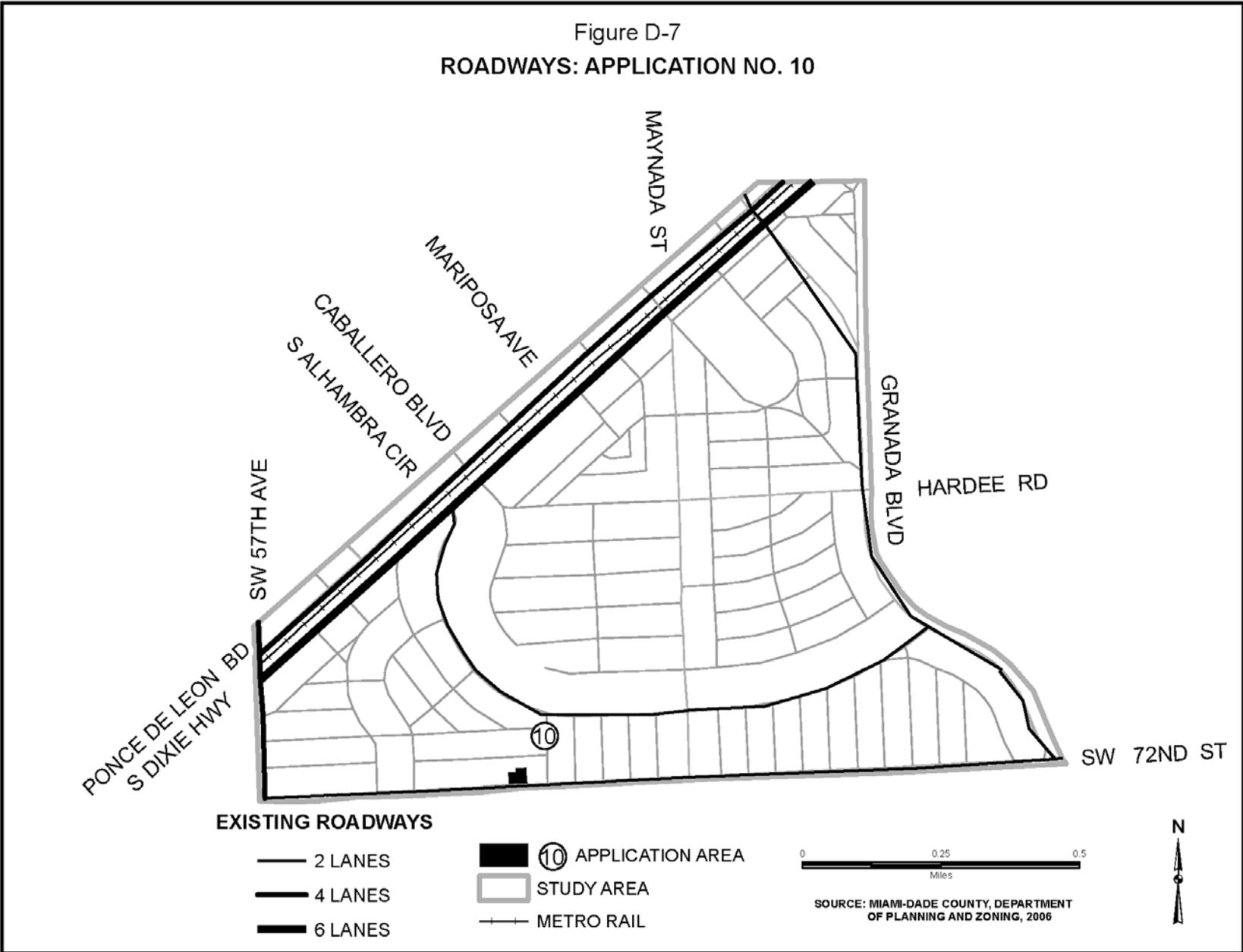


Figure D-8

EXISTING ROADWAY LEVEL OF SERVICE: APPLICATION NO. 10

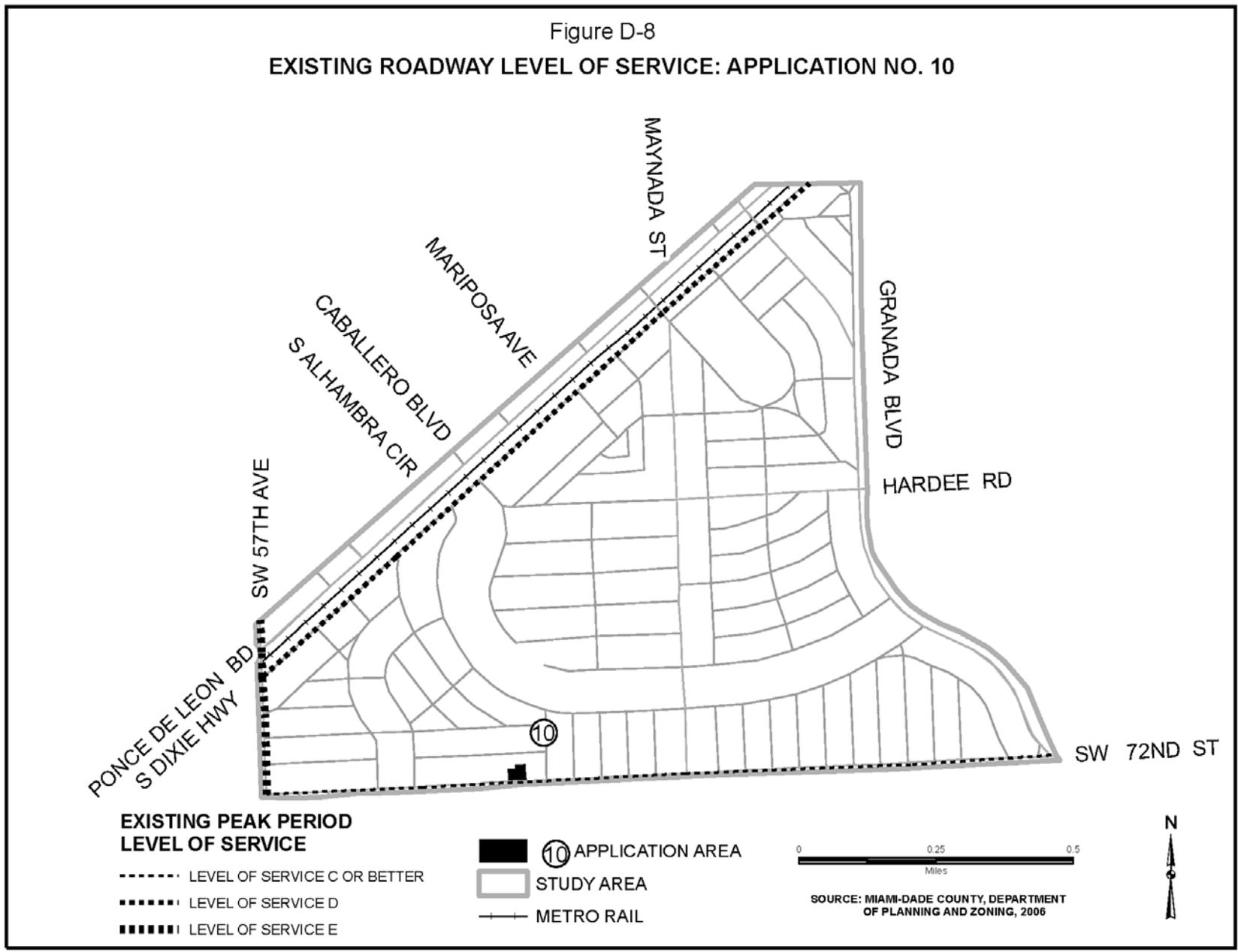


Figure D-9
 ROADWAY CONCURRENCY LEVEL OF SERVICE: APPLICATION NO. 10

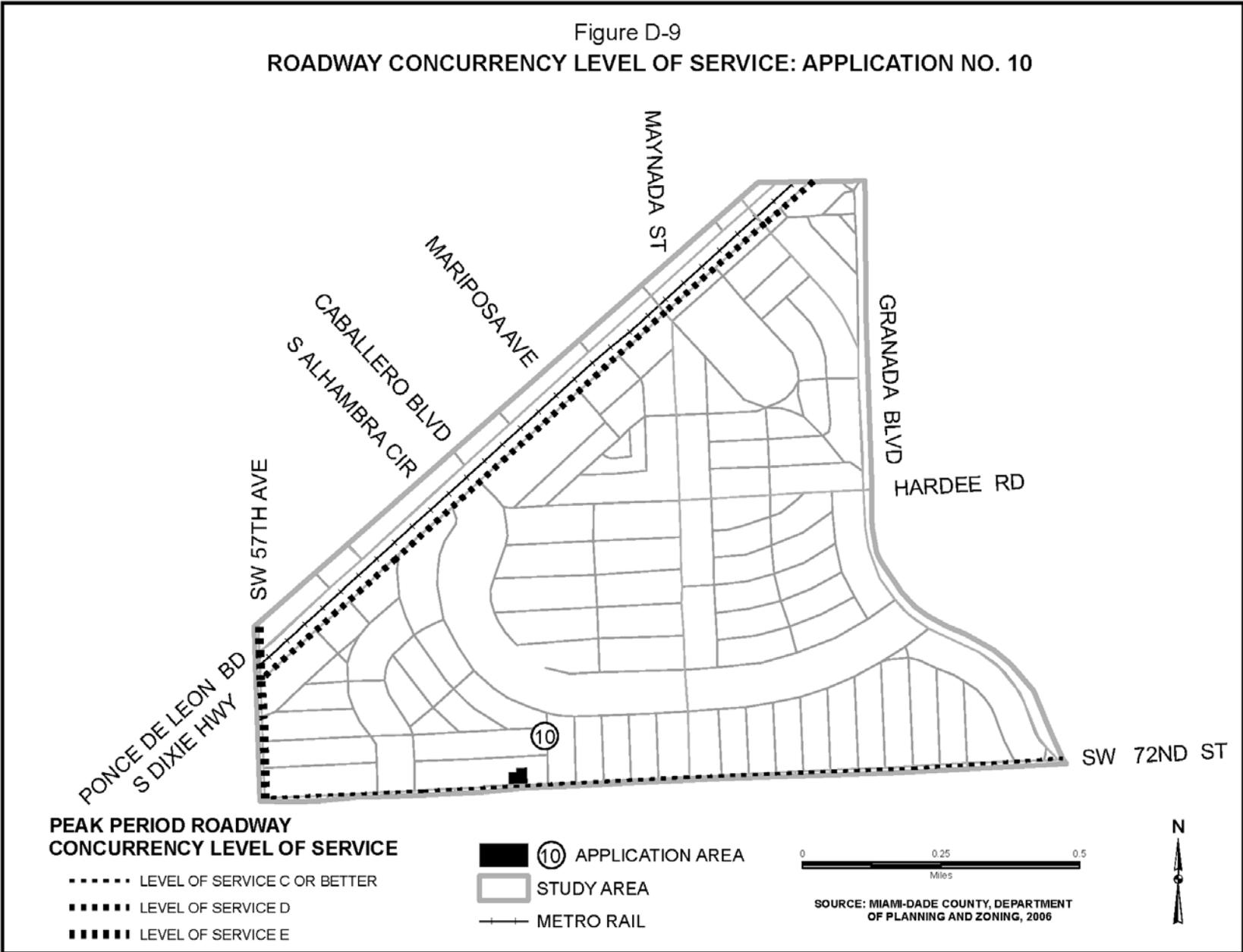


Table D-7
 Concurrency Traffic Conditions
 Roadway Lanes and Peak Period Operating Level of Service (LOS)
 Study Area D

Roadway	Location/Link	Lanes	LOS Std.	LOS
SW 57 Ave./ Red Rd.	South Dixie Hwy. to SW 72 St.	4 DV	E+50%	E (04)
SW 72 Street/Sunset Dr.	SW 57 Ave. to Cocoplum Plaza.	2 UD	E	B (04)
South Dixie Hwy./ US 1 (SR 5)	SW 67 Ave. to SW 42 Street	6 DV	E+50%	D (01)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, January 2006.

Notes: DV= Divided Roadway, UD= Undivided Roadway.

LOS Std. means adopted minimum acceptable peak period Level of Service Standard for County or State roadway.

E+50% = 150% of LOS E (capacity), Extraordinary Transit in the Urban Infill Area.

() In LOS column identifies year traffic count was updated or LOS traffic analysis revised.

Future Conditions

According to the 2006 Transportation Improvement Program, the following roadway capacity improvement projects are programmed for fiscal year 2006-2010 in this Study Area. There are no Roadway Capacity Improvements programmed in the Miami-Dade County's TIP for the Fiscal Year 2006-2010 for Study Area D.

Application Impacts

Table D-8 below identifies the estimated number of PM peak hour trips expected to be generated by the proposed developments under the requested CDMP designations and compares them to the developments that could occur under the current CDMP designations for each application.

Application No 10 is a 0.42-gross acre site located on the north side of SW 72 Street (Sunset Drive) and west of Trionfo Street. Access to this site would be from SW 72 Street (Sunset Drive), and SW 57 Avenue (Red Road), San Ignacio Avenue and a thoroughfare between the proposed application site and the Riviera Presbyterian Church. Currently, SW 72 Street is operating at LOS B, and SW 57 Avenue is operating at LOS E. If Application No. 10 were granted, the site would generate more PM peak-hour trips than under the current CDMP designation of Low Density Residential.

Table No. D-8
Estimated Peak Hour Trip Generation
By Current and Requested Use Designations
Study Area D

Application No.	Assumed Uses Current CDMP Designation/ Estimated No. Of Trips	Assumed Uses Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designations
10 (Scenario 1)	Low Density Residential (2.5 to 6 DUs/Acre) - (4 Single-Family Units) /	Business & Office Shopping Ctr. (13,991 sq. ft.) /	
	6	53 ¹	+ 47

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department and Department of Planning and Zoning, January 2006.

Note: ¹ Excludes pass-by trips for shopping center.

Transit Service

Existing Service

Study Area D is serviced by Metrobus Routes 37, 48, 72, and Midnight Owl. Table D-9 below shows the existing service frequency in summary form.

Table D-9
Metro Bus Route Service

Route No.	Peak	Off-Peak	Feeder, Local or Express	Proximity in miles to App. No. 10
37	15	20	L/F	0
48	30	60	L/F	0.75
72	30	30	L/F	0.375
Midnight Owl	N/A	N/A	F	0.5

Source: Miami-Dade Transit, February 2006.

Notes: *Peak and Off-Peak time in minutes

F means feeder service to Metrorail

L means local service route

N/A means not available

Future Conditions of the Study Area.

By the year 2015, the truncated Study Area D is projected to experience a population increase of 13.45%, or 537 additional residents and an employment increase of 26.89%, or 1,218 additional jobs. The projected population and employment increase would warrant improvements to the current transit service in this truncated study area.

Transit improvements to the existing transit service in truncated Study Area D, such as improved headways and extensions to the current routes are being planned for the next five years as noted in the 2005 Five-Year Transit Development Plan (TDP) and in the People’s Transportation Program (PTP). Table D-10 shows service improvements programmed for existing routes within truncate Study Area D.

Table D-10
Planned Transit Improvements

Route	Change Description
37	All night service, every 60 minutes, seven days a week. Serves the South Miami and Douglas Road Metrorail stations.
	Extend weekday service to the Miami Lakes Technical Education Center.
	Improve peak headways from 30 to 15 minutes.
48	Improve peak headways from 30 to 20 minutes.
	Improve peak headways from 20 to 15 minutes.
	Introduce weekend service.
72	Improve peak headways from 30 to 15 minutes.

Source: 2005 Transit Development Program, Miami-Dade Transit, June 2005.

There are no new routes programmed to service this area.

The projected transit improvements for truncated Study Area D to meet future transit demand are estimated to cost approximately \$116,793 in annual operating cost and a one time capital cost of \$194,638 for a total cost of \$311,431. These costs reflect only the cost of that portion of route improvements within truncated Study Area D.

Applications Impacts in the Traffic Analysis Zone

For Study Area D, one application request was submitted to amend the CDMP (Application 10). A trip-generation analysis was performed in the Traffic Analysis Zone (TAZ 1086) where Application #10 is being requested. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provide water and sewer service to most of Study Area D. The cities of Coral Gables and West Miami provide utility service areas within their incorporation boundaries.

Potable Water Service

Application No. 10 is provided public water service by WASD. A 16-inch water main abuts the subject property along SW 72 Street. The water source is treated at the Alexander Orr Water Treatment Facility, which has a permitted treatment capacity of 217.7 million gallons per day (mgd), and a maximum plant production of 199.8 mgd. In 2005, the plant supplied 174.5 mgd. In addition, the plant is presently producing water, which meets Federal, State and County drinking water standards.

At the present time, the potable water systems meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Sewer Service

The Central District Wastewater Treatment Plant has an average flow design capacity of 143 mgd. Effluent produced by this facility meets all Federal, State and County standards. As of November 2005, this plant was treating sewage at an average daily rate of 121.67 mgd, which is 85 percent of its permitted capacity.

At the present time, the wastewater treatment facilities meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Wastewater System Improvements

Under the terms of the stipulated settlement agreement between Miami-Dade County and the Florida Department of Environmental Protection, Dade County has agreed to make 1.169 billion worth of improvements in its regional wastewater system. WASD completed a 25 mgd expansion of its South District Sewage Treatment Plant that increased the plant's capacity to 112.5 mgd. Additionally, extensive improvements to the sewage pump stations throughout the regional wastewater system have been implemented.

Water and Sewer Service to Application Area

The location of the most proximate water and sewer connections to the Application No. 10 is detailed in Tables D-11. The elements on water and sewer service are specified in Tables D-12.

Table D-11
Available Water and Sewer Connections for Application No. 10 in Study Area D

Application	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER	10	Adjacent	6	SW 72 Street WASD
SEWER	10	1,200 feet	8 G City of Coral Gables	SW 72 Street City of Coral Gables Coral Gables

(1) Utility Serving Application Area
WASD = Miami-Dade Water and Sewer Department
(G = Gravity Main; F = Force Main)
Sources: Department of Environmental Resources Management,
Miami-Dade Water and Sewer Department, 2006.

There is currently an existing 6” water main abutting the application site. However, connection to an existing 16” water main located at the southwest corner of SW 72 Street (Sunset Drive) and SW 52 Avenue would be required. If fire hydrants were required along San Ignacio Avenue, a 12 inch water main extension would also be required for the San Ignacio Avenue corridor.

There is an existing 8-inch gravity sewer located along SW 72 Street, approximately 1,200 feet from the application site. The sanitary sewer system is owned and operated by Coral Gable Waster and Sewer Utility, which directs the flow to pump station 03-F, then to pump station 30-0001, and then to the Central District Treatment Plant. Also, there is a force main at the intersection of Alhambra Circle and SW 52 Avenue. This force main discharges to the Central District Treatment Plant. All mentioned pump stations are operating within the Federal, State and County drinking water standards.

Table D-12
Water and Sewer Demand for Application No. 10 in Study Area D.
(In gallons per day - GPD)

Application	Water and Sewer Demand
10	1,399 GPD

Source: Miami-Dade Department of Environmental Resources Management, 2006.

WASD’s regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the settlement agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the EPA consent decree.

Furthermore, in light of the fact that the County’s sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity alternative means of sewage

disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity.

When development plans for the subject property are finalized and upon the owner's request, WASD will prepare an agreement for water and/or sewer service, provided that they are able to offer those services at the time of the owner's request. Please note that an alternative water supply plan may be required from the applicants to address adequate water supply for their projects. Prior to approval of a building permit or its functional equivalent, the applicants will need to ensure that adequate water supply will be available for their project.

Solid Waste

The adopted level of service (LOS) standard for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the system through long term contracts or interlocal agreements and anticipated uncommitted waste flows for a period of five years. At the present time, the Department of Solid Waste Management (DSWM) is projecting remaining available capacity well in excess of the five year standard. (See Solid Waste section in Chapter 2 of this report.)

Application No. 10 is a small-scale amendment that lies within the 2005 UDB and the DSWM waste service area for garbage and trash collections. The closest DSWM facility is the West Transfer Station, which is approximately 6 miles away from Application No. 10. Due to the character of the request, however, the impact on collection services is minimal. The impact on the disposal and transfer facilities would be the incremental and the cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities is paid for by the users.

Fire and Rescue Service

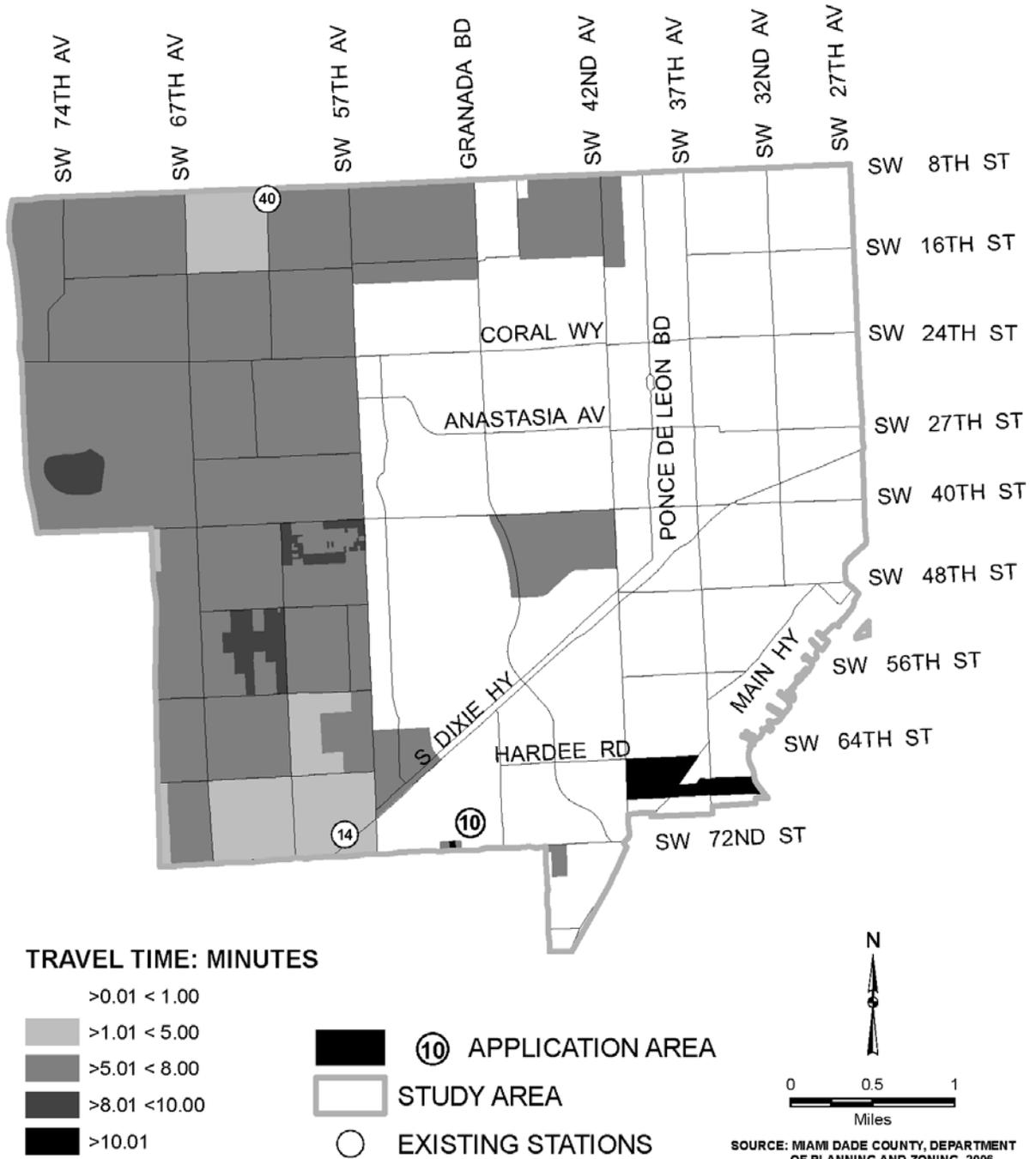
Study Area D is currently served by Miami-Dade Fire Rescue Stations 3, 14 and 40. There are no planned stations in Study Area D (see Fire Rescue Study Area Map Figure D-10).

Average travel time to alarms at the location of Application No. 10 is approximately 4.27 minutes. Travel time for Life Threatening Emergencies is approximately 6.15 minutes and 5.20 minutes for Structure fires. The current CDMP designation (Low Density Residential) generates a total of 2 annual alarms. The proposed CDMP designation (Business and Office) will allow a proposed potential development totaling 13,991 Square Feet of commercial retail space, which is anticipated to generate 3 annual alarms. This will result in a minimal impact to existing fire rescue services. Planned stations will mitigate impact to existing services.

The required fire flow for the proposed CDMP designation is 3,000 gallons per minute (gpm) at 20 psi residual on the system. Each fire hydrant requires delivery of 1,000 gpm. The Valve Atlas of the Miami-Dade Water and Sewer Department shows a 16" water main on SW 72 Street. No fire flow report is available for the vicinity of Application 10.

Figure D-10

**FIRE-RESCUE DEPT. LIFE THREATENING EMERGENCIES RESPONSE TIME:
APPLICATION NO. 10**



County Parks

County-owned park and recreation facilities serving Study Area D are shown on Figure D-11. These parks are described and are listed in Table D-13, which lists the name and acreage for each park site. The nearest park site to Application 10 is Coral Estates park, a 5.15 acre Community Park, located at SW 14th Street and SW 97 Avenue, just 1.5 miles from the application site.

Table D-13
County Park and Recreation Open Space Facilities: Study Area D (MSA 5.5)

Park Identifier	Name of Park	Park Classification	Acreage
A	A.D. "Doug" Barnes Park	SA	60
B	Brothers To The Rescue Memorial Park	SP	6
C	Coral Gables Wayside Park	SA	1
D	Humble Mini Park	MP	1
E	Old Cutler Bike Path	C	0
F	San Jacinto Park	MP	1
G	Schenley Park	N	2
H	Sunset Heights Park	MP	0

Source: Miami-Dade Park and Recreation Department, 2006.

Application Impacts

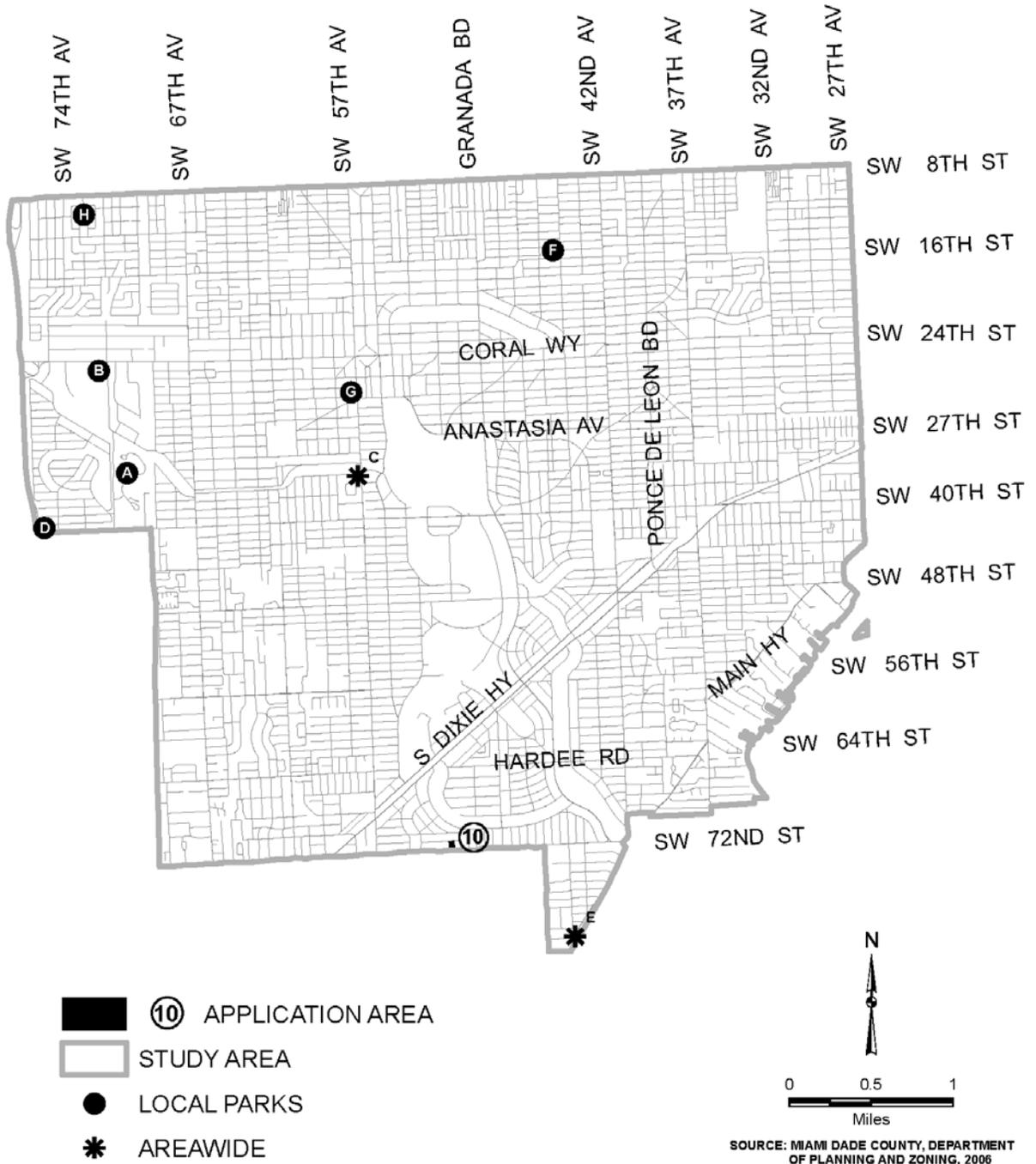
Study Area D is located in Park Benefit District 2 (PBD 2), which has a surplus capacity of 738.76 acres when measured by the County concurrency level-of-services standard. The impact of Application 10 will increase the potential population in PBD 2 by 15. Approval of this application would decrease available reserve capacity by .041 acres to 738.80 acres.

Public Schools

Table D-14 lists the mainstream public schools in the mapped portion of Study Area D, indicating school name and type, October 2005 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure D-12. As can be seen, elementary schools in Study Area D had an October 2005 enrollment of 5,202 a FISH Design Capacity of 5,380 and a FISH percent of 97%. Middle schools had an October 2005 enrollment of 4,718 a FISH Design Capacity of 4,239 and a FISH percent of 111%. Finally, senior high schools in the Study Area had an October 2005 enrollment of 6,421, a FISH Design Capacity of 4,956, and a FISH percent of 130%. The total October 2005 enrollment is 16,341, a FISH Design Capacity of 14,575 and a FISH percent of 112% for Study Area D. It is important to note that some students generated by residential development in this study area may attend a public school located outside this study area.

Figure D-11

COUNTY PARKS: APPLICATION NO. 10



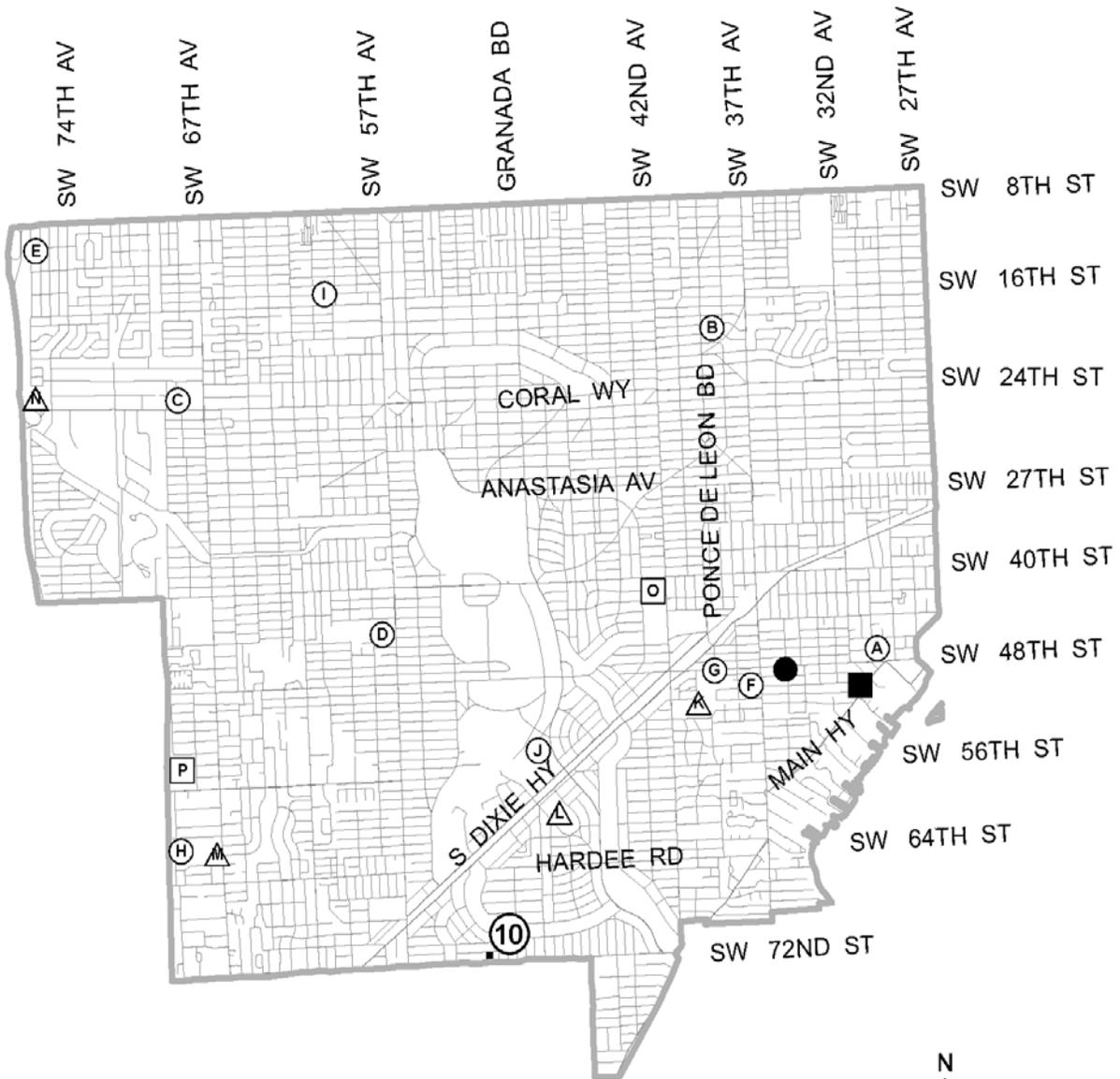
Application No. 10, if approved, could increase the potential student population in Study Area D by 3 students. Approximately 2 of these students will attend Coral Gables Elementary, operating at 132% FISH design capacity; Sunset Elementary, operating at 106% FISH design capacity; or G.W. Carver Elementary, operating at 113% FISH design capacity. All elementary schools are the schools of choice with shared boundaries. There are no estimated students for middle schools. However, the middle school serving the application area is Ponce De Leon Middle, operating at 98% FISH design capacity. Approximately 1 student will attend Coral Gables Senior High, operating at 130% FISH design capacity.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This appendix contains a full listing of all relief schools in the area.

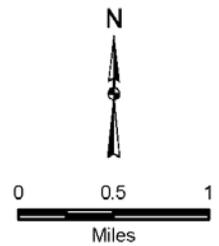
Table D-14 2005 Public School FISH Rates: Study Area D				
School Identifier (Figure D-12)	Name of School	October 2005 Membership	FISH Design Capacity	FISH Percent (%)
ELEMENTARY SCHOOLS				
A	Coconut Grove	317	334	95
B	Coral Gables	714	540	132
C	Coral Terrace	573	544	105
D	David Fairchild	567	728	78
E	Flagami	568	548	104
F	Frances S. Tucker	409	588	70
G	G.W. Carver	549	486	113
H	South Miami	554	428	129
I	Sylvania Heights	639	844	76
J	West Laboratory	312	340	92
TOTAL ELEMENTARY		5,202	5,380	97
MIDDLE SCHOOLS				
K	G.W. Carver	960	874	110
L	Ponce De Leon	1,316	1,346	98
M	South Miami	1,175	802	147
N	West Miami	1,267	1,217	104
TOTAL MIDDLE		4,718	4,239	111
SENIOR HIGH SCHOOLS				
O	Coral Gables	3,628	2,799	130
P	South Miami	2,793	2,157	130
TOTAL SENIOR HIGH		6,421	4,956	130
STUDY AREA TOTAL		16,341	14,575	112

Source: Miami-Dade County Department of Planning and Zoning, 2006
Miami-Dade County Public Schools, 2005

Figure D-12
COUNTY SCHOOLS: APPLICATION NO. 10



- ELEMENTARY
- △ MIDDLE
- SENIOR
- ELEMENTARY CHARTER
- SENIOR CHARTER
- (10) APPLICATION AREA
- STUDY AREA



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

STUDY AREA E

Study Area E

Recommendations and Principal Reasons

Study Area E is located in southwestern Miami-Dade County and is bounded by SW 136 Street on the north, US 1 (South Dixie Highway) on the east, SW 186 Street on the south, and State Road 821 (Homestead Extension of Florida's Turnpike) on the west. (See Figure E-1). One small-scale application (Application No. 12), described below was filed in this study area to amend the Land Use Plan map.

Application Number	Applicant/Representative Location (Acres) REQUESTED CHANGE TO THE CDMP LAND USE PLAN MAP	Recommendations for... •DISPOSITION •TRANSMITTAL
12	West Perrine Community Development Corporation, a Florida not-for-profit corporation c/o Gilberto Pastoriza, Esq. Northeast corner of SW 186 Street and Homestead Avenue (2.4 Gross Acres; 1.75 Net Acres) From: Industrial and Office To: Business and Office Small-Scale Amendment	ADOPT

Application No. 12

Location: Northeast corner of SW 186 Street and Homestead Avenue (2.4 Gross Acres; 1.75 Net Acres)

Requested Amendment to the Land Use Plan Map:

From: Industrial and Office
To: Business and Office

Recommendation: ADOPT

Principal Reasons for Recommendation:

1. The application site is at the southern end of Homestead Avenue between two arterials, Eureka Drive (SW 184 Street) and Quail Roost Drive (SW 186 Street). The site is a portion of the West Perrine Community Development Corporation/Bell properties, which are covered by the West Perrine Charrette that was held in March 2003 and accepted by the Board of County Commissioners by Resolution No. 993-04 on July 27, 2004. According to the Charrette report, "the Charrette Area Plan proposes to take advantage of the location between two arterial streets and proximity to the 184th Street Busway station with residential, commercial, office and light industrial uses. Seven blocks are proposed to be developed with three-to-five story perimeter buildings that enclose landscaped parking courts. Developing these properties in an intense manner can encourage greater

use of the Busway and provide an appropriate southern anchor to Homestead Avenue.” The application is very similar to the adopted Application No. 16 (small-scale amendment) of the previous April 2005 Cycle amendment to the CDMP, which involved properties located north of and west to the subject property. Accordingly, the application to change the land use to “Business and Office” would be consistent with the West Perrine Overlay and/or report.

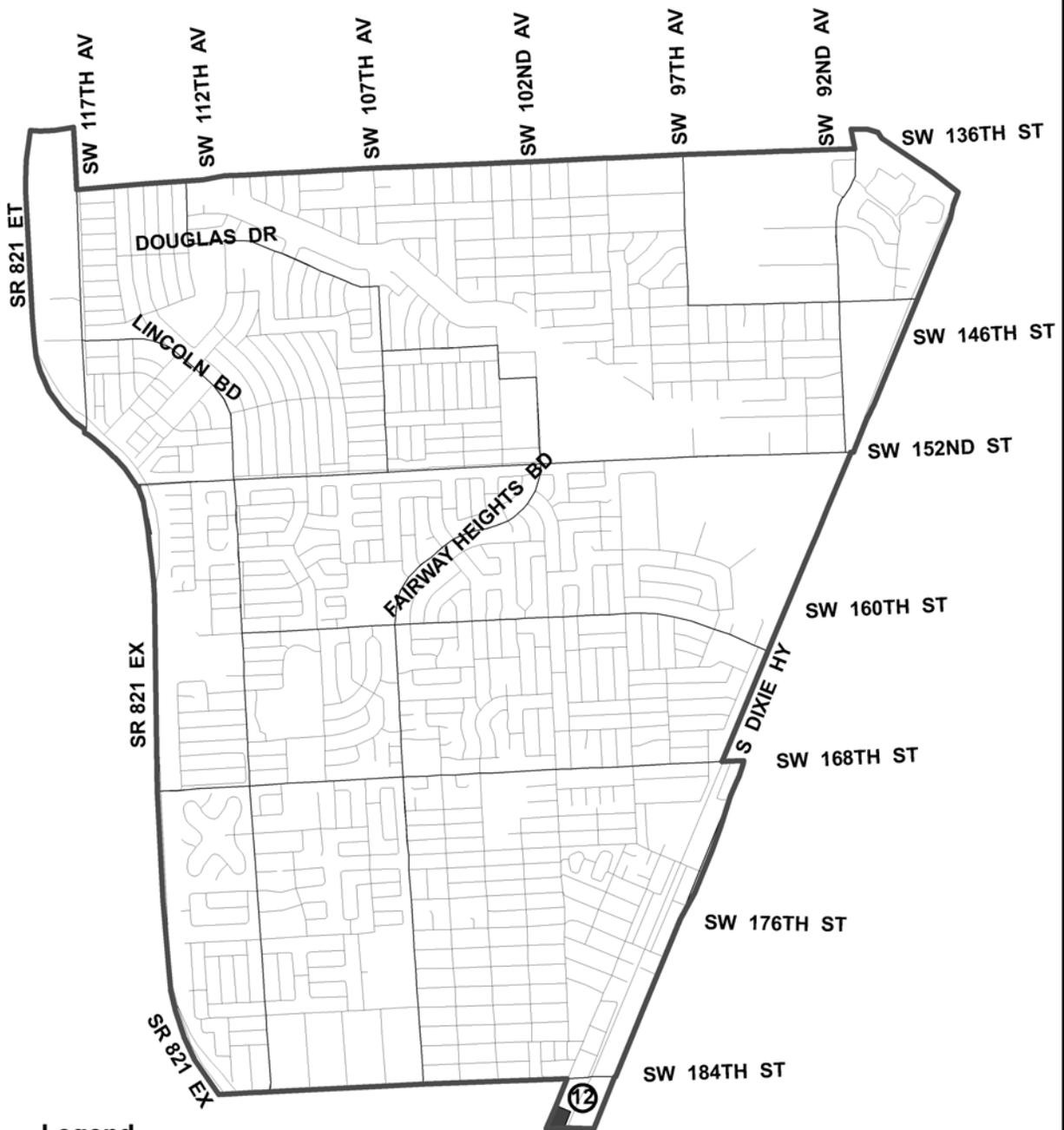
Although the subject site currently contains a 1955 warehouse, the application proposes a mixed-use development comprising both residential and non-residential land uses, which will include workforce housing and senior housing components. Although no covenant has been submitted to commit development to a mixed use or to provide design restrictions, the applicant represents that the proposed development will incorporate urban design features and will be compatible and consistent with the West Perrine Charrette Area Plan. The Charrette Area Plan proposes to take advantage of the location between two arterial streets and proximity to the SW 184 Street Busway stations to place residential, commercial, office, and light industrial uses as may be permitted under the requested Land Use Plan map designation.

2. The requested redesignation to the Land Use Plan map could allow a wide range of uses. A “Business and Office” designation on the property may allow such uses as retail, wholesale, personal and professional services, commercial and professional offices, heavy commercial activities (e.g. automobile repair businesses and contractor yards), hotels, motels, hospitals, medical buildings, nursing homes, entertainment and cultural facilities, amusements, commercial recreation establishments, residential development, recreation, public facilities and institutional uses such as schools and churches. However, Land Use Element Policy 7E clarifies that land uses that are not conducive to public transit ridership such as car dealerships, car-oriented food franchises, and uses that require transporting large objects should not be permitted to locate or expand within ¼ mile of rail rapid transit stations. At the time of zoning, this policy will be considered in approving a district boundary change.
3. The Department’s support for this application is contingent on the applicant committing at least 10 percent of the dwelling units to workforce housing. If an ordinance is adopted by the Board of County Commissioners, a greater percentage could apply. With the recent rapid increase in housing costs, there is a need to provide housing to the County’s work force that is affordable. Workforce housing needs are based on an income range from 65% to 140% of median family income (\$46,350 is the 2005 estimate by the U.S. Department of Housing and Urban Development). This translates into a dollar range of \$30,128 to \$64,890. The corresponding housing purchase prices are \$82,852 to \$178,448. For rental units, these incomes would allow for a monthly rent of \$753 to \$1,162.
4. A need exists for more commercial and residential land. Residential land is projected to be depleted within Study Area E by 2018. The application site is located in Minor Statistical Area (MSA) 5.8 where commercial land is projected to be depleted by 2008. However, there were 41 acres of vacant commercial land in 2004 in the 1.5-mile radius

trade area surrounding the site. The depletion year for Industrial land in MSA 5.8 is after 2025.

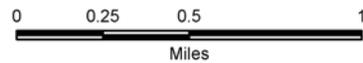
5. The site has limited impact on public services and no impact on environmental or historic resources. The middle and high schools serving this site currently exceeds the Florida Inventory for School Houses (FISH) capacity standard of 115 percent. Application No. 12, if approved, would increase the potential student population in Study Area E by 41 students. Approximately 23 students would attend R. R. Moton Elementary increasing the FISH Utilization from 85% to 88%, 4 students would attend Southwood Middle, with no change to the FISH Utilization of 148%, and 20 students would attend Miami Palmetto Senior High, increasing the FISH from 150% to 151%. The applicant needs to collaborate with the School Board on options to address the impact of any residential development on public schools in the vicinity of the application.

Figure E-1
LOCATION: Study Area E (MSA 5.8)



Legend

-  Study Area
-  Application Area



SOURCE: MIAMI DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Study Area E Description

Study Area E is an area of approximately 6.9 square miles, which contains the southwesterly area of Miami-Dade County's urbanized area. This Study Area is bounded by SW 136 Street on the north, S Dixie Highway on the east, SW 184/186 Street on the south, and Homestead Extension of Florida's Turnpike (HEFT) on the west. The entire area is within the Urban Development Boundary (UDB). (See Figure E-1), and comprises one minor statistical area (MSA 5.8) for which population and land use data are regularly maintained. These boundaries include sufficient area to reasonably represent the trend of industrial, business and office development in that region of the County.

Environmental Conditions and Considerations

The Study Area encompasses areas where flood protection is available through the C-1N and C-100B Canals (Black Creek Canals system). A summary of Environmental Conditions within this Study Area is provided in Table E-1.

Flood Protection

The application site and surrounding area lie within the UDB in Section 05, Township 56 South, Range 40 East which is determined to be above 100-year flood zone as determined by the Federal Emergency Management Agency (FEMA). Additionally, Application No. 12 is within the C-1 Basin. On-site drainage systems will be based on the requirements of Chapter 11C of the Miami-Dade County Code. The site is not located in a Hurricane Evacuation Zone.

Wetlands.

No wetlands exist on the site.

Biological Conditions.

The application site contains a specimen-sized (trunk diameter \geq 18 inches) trees. A tree survey showing all of the tree resources on the site of the application would be required prior to the reviewing of any tree removal permit applications.

Wellfield Protection.

Application No. 12 does not lie within any wellfield protection areas.

Historical and Archaeological.

The application site has a very low probability for on-site archaeological and historic resources. However, as a precaution, ground-disturbing activities should be monitored by the County Archaeologist.

Table E-1
Environmental Conditions
Study Area E

Characteristic	Application Number
	12
<u>Flood Protection</u>	
County Flood Criteria (NGVD)	8.0 feet
Stormwater Management Permit Requirements	5-year storm
Drainage Basin	C-1N, C-100B
Federal Flood Zone	X
Hurricane Evacuation Zone	C
<u>Biological Conditions</u>	
Wetlands Permits Required	NO
Native Wetland Communities	NO
Native Wetland Communities	NO
Endangered Species Habitat	NO
<u>Other Considerations</u>	
Within Wellfield Protection Area	NO
Archaeological/Historical Resources	NO

Source: Miami-Dade County Department of Environmental Resources Management, Office of Historic Preservation, Department of Planning and Zoning, 2005.

Land Use Patterns Within Study Area E

The character of Study Area E is predominately residential with supporting commercial activities. These residential areas include a range of housing types from detached single-family dwellings to attached multi-family dwelling units and duplexes at medium and medium-high densities. The eastern strip of the area along the S. Dixie Hwy and the Busway corridor has a significant concentration of commercial uses. Most commercial uses have occurred at major intersections and along major thoroughfares such as the US 1 (S Dixie Hwy) and Quail Roost Drive (SW 186 Street). Parallel to US 1 is the Busway, which has two stops in close proximity to the subject site. Other non-residential areas contain warehouses, industrial uses and offices, which surround the application site in the study area. This same pattern of land use development exists outside east and south of the Study Area with commercial development along US 1 and single-family and/or multi-family homes further out from US 1 roadway. A summary of existing uses is presented in Table E-2.

Table E-2
Existing Land Uses Within and Adjacent to Application Area
Study Area E

Application No.	Application Area	Adjacent to Application Area on the:			
		North	East	South	West
12	Warehouse or Storage	Vacant (IU-1 and BU-1A)	Busway, Office Building); Church & Walgreen	Modernage, commercial and warehouses, Adult Stores	Vacant (BU-3)

Note: Zoning on vacant and agriculture parcels is noted in parentheses ().

Future Land Use Patterns.

The CDMP currently provides for continued residential uses at low and low-medium densities, with industrial and office, and business and office development along US 1 and the Busway. Nodes of commercial uses are located at certain major intersections along US 1 to serve the resident population. The adjacent properties to the west and north of the application site were the subjects of the adopted small-scale Application No. 16 of the April 2005 Cycle amendments to the CDMP. The referenced site was redesignated from “Industrial and Office” to “Business and Office” on the northern portion and “Medium Density Residential with Density Increase 1” with good urban design on the southern portion, thus setting a precedent for the current application, which seeks the same redesignation as the northern portion.

Application No. 12

This small-scale application site contains approximately 2.4 gross acres or 1.75 net acres and is situated on the northeast corner of SW 186 Street and Homestead Avenue. The applicant is requesting a change in the land use designation on the CDMP LUP map from “Industrial and Office” to “Business and Office.”

Existing land use Patterns: Current zoning and the development pattern promoted by the CDMP Land Use Plan map are depicted in Figures E-2 through E-5. The application site currently contains a fenced-in old warehouse or storage building. The site is zoned IU-1 (Industrial). North of the site is vacant and currently zoned BU-1A. West of the site is also vacant and currently zoned BU-3. These two adjacent properties were the subject of adopted small-scale Application No. 16 of the April 2005 Cycle. Therefore, their zonings could change following their redesignations as “Business and Office” and “Medium Density Residential with Density Increase 1 land use categories. Beyond the westerly vacant parcel are BellSouth telephone offices in an area zoned IU-C (Industrial-Controlled). South of site beyond SW 186 Street are additional warehouses (Modernage Furniture) and an adult store in an area zoned IU-1. The South Miami-Dade Busway is located to the east of the site. Beyond the bus-way is an area zoned BU-3 with Walgreen drugstore and “The Worship Tabernacle” religious ministry developments.

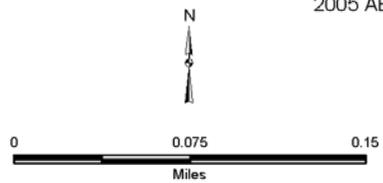
Future Development Patterns. The site is currently designated on the CDMP LUP map as “Industrial and Office”. The properties surrounding the application site are designated as “Business and Office” to the north and “Medium Density Residential with Density Increase 1” with good urban design to the west. Land to the east beyond the busway is designated “Business and Office”, while land to the south is designated “Industrial and Office”. The portion of the CDMP Land Use map that depicts the area surrounding this application site is included as Figure E-5

Figure E-2
AERIAL PHOTO: APPLICATION NO. 12



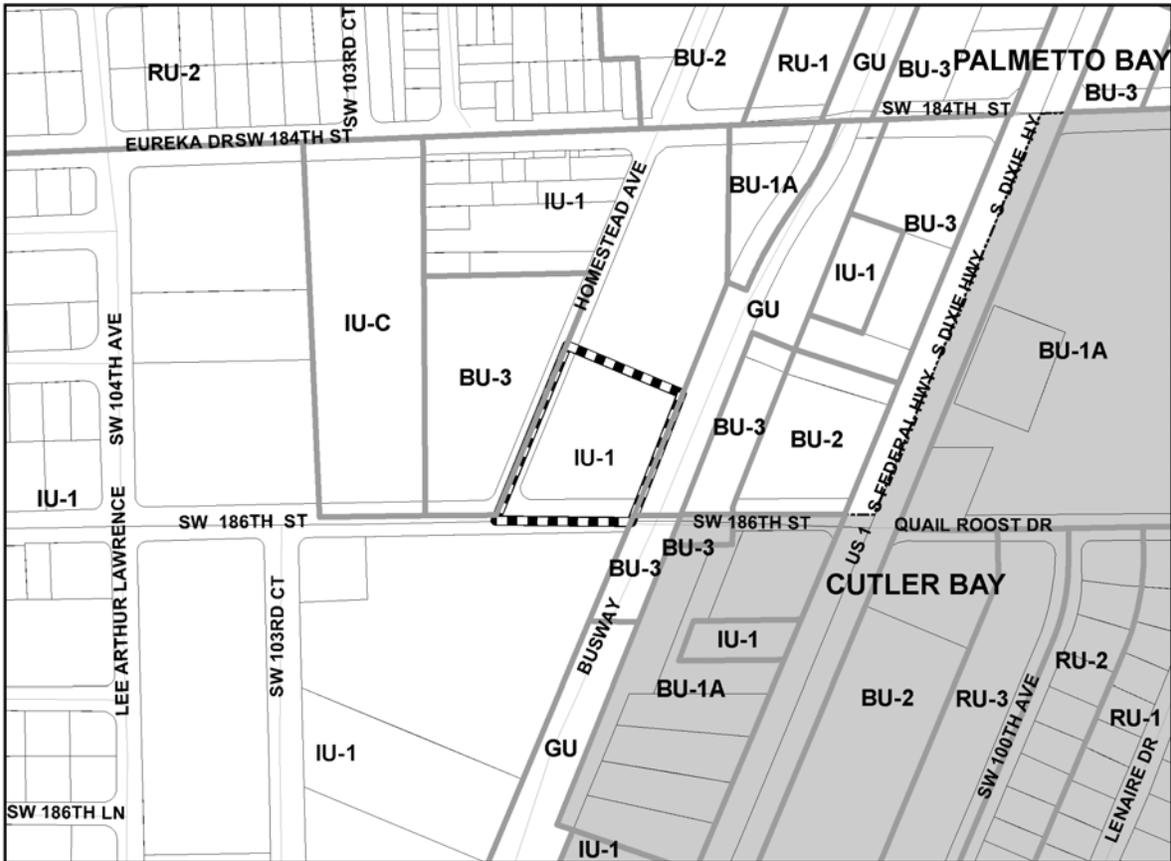
 APPLICATION AREA

2005 AERIAL



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT
OF PLANNING AND ZONING, 2006

Figure E-3
APPLICATION NO. 12
CURRENT ZONING MAP



-  APPLICATION AREA
-  MUNICIPALITY

MIAMI-DADE ZONING DISTRICTS

- GU INTERIM - USES DEPEND ON CHARACTER OF NEIGHBORHOOD, OTHERWISE EU-2 STANDARDS APPLY
- RU-1 SINGLE FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-2 TWO FAMILY RESIDENTIAL 7,500 SQ. FT. NET
- RU-3 FOUR UNIT APARTMENT 7,500 SQ. FT. NET
- BU-1A BUSINESS - LIMITED
- BU-2 BUSINESS - SPECIAL
- BU-3 BUSINESS - LIBERAL (WHOLESALE) INCLUDES MECHANIC GARAGE AND USED CAR LOTS
- IU-1 INDUSTRIAL-LIGHT
- IU-C INDUSTRIAL-CONDITIONAL

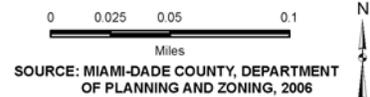
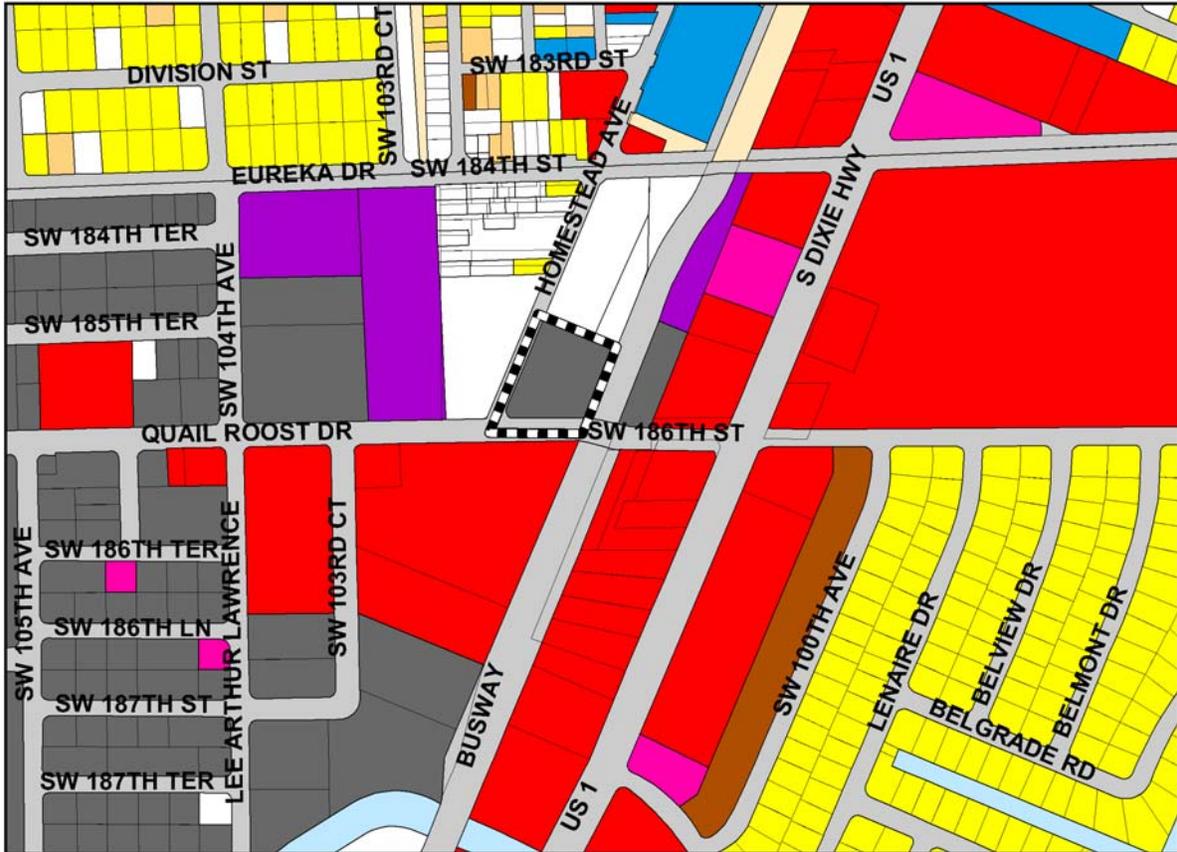


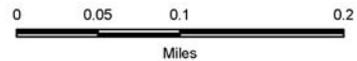
Figure E-4
APPLICATION NO. 12
EXISTING LAND USE MAP



APPLICATION AREA

2005 EXISTING LAND USE

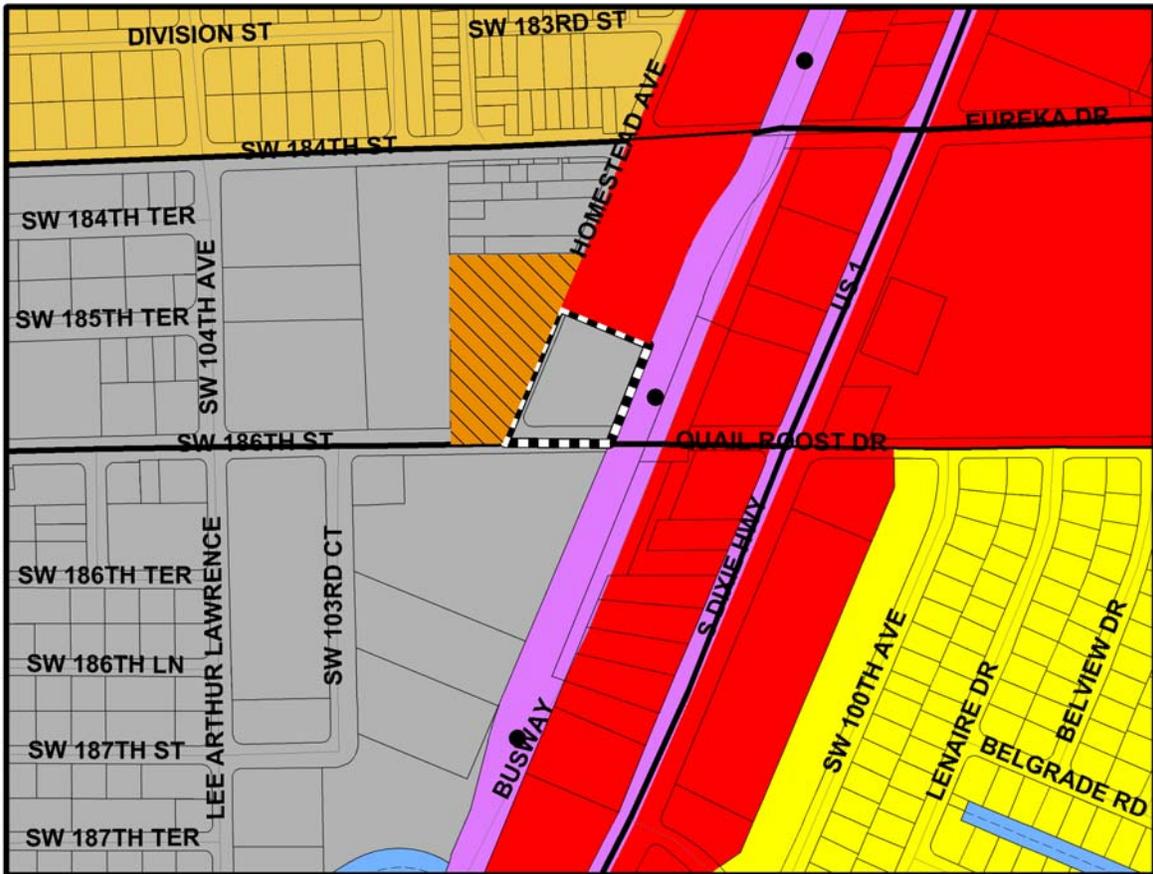
- SINGLE-FAMILY
- TWO-FAMILY DUPLEXES
- LOW-DENSITY MULTI-FAMILY
- COMMERCIAL, SHOPPING CENTERS, STADIUMS
- OFFICE
- INSTITUTIONAL
- INDUSTRIAL
- COMMUNICATIONS, UTILITIES, TERMINALS
- STREETS, ROADS, EXPRESSWAYS, RAMPS
- VACANT, GOVERNMENT OWNED
- VACANT, UNPROTECTED
- INLAND WATERS



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2005



Figure E-5
APPLICATION NO. 12
CDMP LAND USE PLAN



LEGEND



APPLICATION AREA

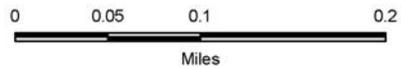
CDMP LAND USE

-  LOW DENSITY RESIDENTIAL (LDR) 2.5-6 DU/AC
-  LOW-MEDIUM DENSITY RESIDENTIAL (LMDR) 5-13 DU/AC
-  INDUSTRIAL AND OFFICE
-  BUSINESS AND OFFICE
-  WATER
-  TRANSPORTATION
-  EXISTING RAPID TRANSIT
-  CANAL

STREETS

-  MAJOR ROADWAYS (3 OR MORE LANES)
-  MINOR ROADWAYS (2 LANES)

NOTE: This figure is a graphic representation drawn at a different scale than the Official Adopted 2005 and 2015 Land Use Plan (LUP) map, which was adopted at a scale of one inch to a mile. The LUP map with subsequent adopted amendments, governs where this figure differs.



SOURCE: MIAMI-DADE COUNTY, DEPARTMENT OF PLANNING AND ZONING, 2006

Supply and Demand for Residential Land

Vacant residential land in Study Area E (Minor Statistical Areas 5.8) in 2005 was estimated to have a capacity for about 1,300 dwelling units with about 69 percent of this intended for single-family units. The annual average demand is projected to increase from 66 units per year in the 2005-2010 period to 200 units in 2020-2025. An analysis of the residential capacity shows absorption occurring in the year 2018 (See Table E-3). About 90 percent of the projected residential demand is for single-family units and this land is projected to be depleted by 2016. The supply of multi-family land is projected to be depleted in 2025.

Table E-3
Residential Land Supply/Demand Analysis
2005 to 2025: Study Area E

ANALYSIS DONE SEPARATELY FOR EACH TYPE, I.E. NO SHIFTING OF DEMAND BETWEEN SINGLE & MULTI-FAMILY TYPE	STRUCTURE TYPE		
	SINGLE-FAMILY	MULTI-FAMILY	BOTH TYPES
CAPACITY IN 2005	896	407	1,303
DEMAND 2005-2010	59	7	66
CAPACITY IN 2010	601	372	973
DEMAND 2010-2015	63	8	71
CAPACITY 2015	286	332	618
DEMAND 2015-2020	166	20	186
CAPACITY 2020	0	232	0
DEMAND 2020-2025	177	21	198
CAPACITY 2025	0	127	0
DEPLETION YEAR	2016	2025	2018

Residential capacity is expressed in terms of housing units as of January.

Housing demand is an annual average figure based on current population projections.

Source: Miami-Dade Department of Planning and Zoning, Planning Research Section, 2006.

There is one proposed small-scale amendment in this Study Area, requesting a redesignation of land from “Industrial and Office” to “Business and Office.” This redesignation would have no effect on the residential capacity within the Study Area if developed as a commercial site. If the “Business and Office” designation was developed as residential, there could be an increase of 105 units that could extend the multi-family residential capacity by approximately five years.

Supply and Demand for Commercial Land

Study Area E (MSA 5.8) contained 103.7 acres of in-use commercial uses in 2004 and an additional 19.6 acres of vacant land zoned or designated for business uses. The annual average absorption rate for the 2004-2005 period is 4.44 acres per year. At the projected rate of absorption, the study area will deplete its supply of commercially zoned or designated land in the year 2008 (See Table E-4)

Table E-4
 Projected Absorption of Land for Commercial Uses
 Indicated Year of Depletion and Related Data
 Study Area E

Study Area	Vacant Commercial Land 2004 (Acres)	Commercial Acres in Use 2004	Annual Absorption Rate 2004-2025 (Acres)	Projected Year of Depletion	Total Commercial Acres Per Thousand Persons	
					2015	2025
E MSA 5.8						
Total	19.6	103.7	4.44	2008	3.2	2.8

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, January 2006.

Analysis of the Trade Area

The Trade Area analysis for Application #12 shows that the population within a radius of 1.5 miles is sufficient to support a neighborhood type commercial center (See Table E-5, Figure E-6) such as the proposed project. As of 2004, there were 549.7 acres of in-use commercial land and approximately 41.0 acres of vacant land zoned or designated for commercial uses. Most of the vacant parcels are located to the east and north, along South Dixie Highway, of the application site.

Table E-5
 Trade Area Analysis

Application	Trade Area Radius	Minimum Population Support Required	Actual Population	Vacant Commercial Land 2004 (Acres)	Commercial Acres In Use (2004)
#12	1.5	3,000-40,000	38,909	41	549.7

Source: Miami-Dade Department of Planning & Zoning, Planning Research Section, February 2006.

Figure E-6

TRADE AREA MAP: APPLICATION NO. 12



0 0.25 0.5 1 Miles



	Application 12		Commercial Land Use
	1.5-mile Radius		Vacant Commercial Land Use

Miami-Dade County
Department of Planning & Zoning
Planning Research Section
February 2006

Roadways

Existing Conditions

Figure E-7 illustrates the existing roadway network serving Study Area E. East-west expressway and arterials include SW 136, SW 152, SW 168 and SW 184 Streets. North-south expressways and arterials include the Homestead Extension of the Florida Turnpike (HEFT)/(SR 821), U.S. 1 (S. Dixie Highway), and SW 92, 97, 102, 107 and 112 Avenues. These major travel corridors provide accessibility within the Study Area and to other portions of the County. There is also adequate access to the HEFT with interchanges at SW 152, SW 184, SW 186 Streets and U.S 1.

Table E-6 lists and Figure E-8 shows the current operating Level of Service (LOS) traffic conditions on the major roadways within the Study Area. Existing traffic conditions within this Study Area are relatively uncongested during the peak periods. No roadway is violating its adopted LOS standard in the Study Area and the roadway segments and/or network are all operating at LOS C or better based on the traffic counts conducted between 2000 and 2004.

Table E-6
Existing Traffic Conditions
Roadway Lanes and Peak Period Operating Level of Service (LOS)
Study Area E

Roadway	Location/Link	Lanes	LOS Std.	LOS
S. Dixie Hwy. / U.S. 1 (SR 5)	SW 152 St. to SW 186 St.	6 DV	E+20%	C (01)
	SW 186 St. to SW 112 Ave.	6 DV	E+20%	B (00)
SW 168 St./Richmond Drive	SW 117 Avenue to US 1	2 UD	D	B (04)
SW 184 St./Eureka Drive	US 1 to SW 87 Avenue	2 UD	D	C (04)
SW 186 St./Quail Roost Drive (SR 994)	HEFT to US 1	4 DV	E	B (04)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, January 2006.

Notes: DV = Divided Roadway; UD = Undivided Roadway

LOS Std. identifies the adopted minimum acceptable peak period Level of Service for the roadway segment

E+20% means 120% of the roadway capacity

() Year traffic count was updated or LOS traffic analysis revised.

Traffic Concurrency Evaluation

An evaluation of peak-period traffic concurrency conditions in this Study Area as of January 2006 (Table E-7 below), which considers reserved trips from approved development not yet constructed and programmed roadway capacity improvements, predicts most major roadways will continue to meet their adopted LOS standards; however, that the segment of SW 184 Street (Eureka Drive) between US 1 to SW 87 Avenue is predicted to operate at LOS F (very congested).

Table E-7
 Concurrency Traffic Conditions
 Roadway Lanes and Peak Period Operating Level of Service (LOS)
 Study Area E

Roadway	Location/Link	Lanes	LOS Std.	LOS
S. Dixie Hwy. / U.S. 1 (SR 5)	SW 152 St. to SW 186 St.	6 DV	E+20%	C (01)
	SW 186 St. to SW 112 Ave.	6 DV	E+20%	B (00)
SW 168 St./Richmond Drive	SW 117 Avenue to US 1	2 UD	D	D (04)
SW 184 St./Eureka Drive	US 1 to SW 87 Avenue	2 UD	D	F (04)
SW 186 St./Quail Roost Drive (SR 994)	HEFT to US 1	4 DV	E	B (04)

Source: Miami-Dade Department of Planning and Zoning; Miami-Dade Public Works Department; and Florida Department of Transportation, January 2006.

Notes: DV = Divided Roadway; UD = Undivided Roadway
 LOS Std. identifies the adopted minimum peak period Level of Service for the roadway segment
 E+20% means 120% of the roadway capacity
 () Year traffic count was updated or LOS traffic analysis revised

Furthermore, the traffic concurrency evaluation also reveals that the following roadway segments have run out or may soon run out of service capacity:

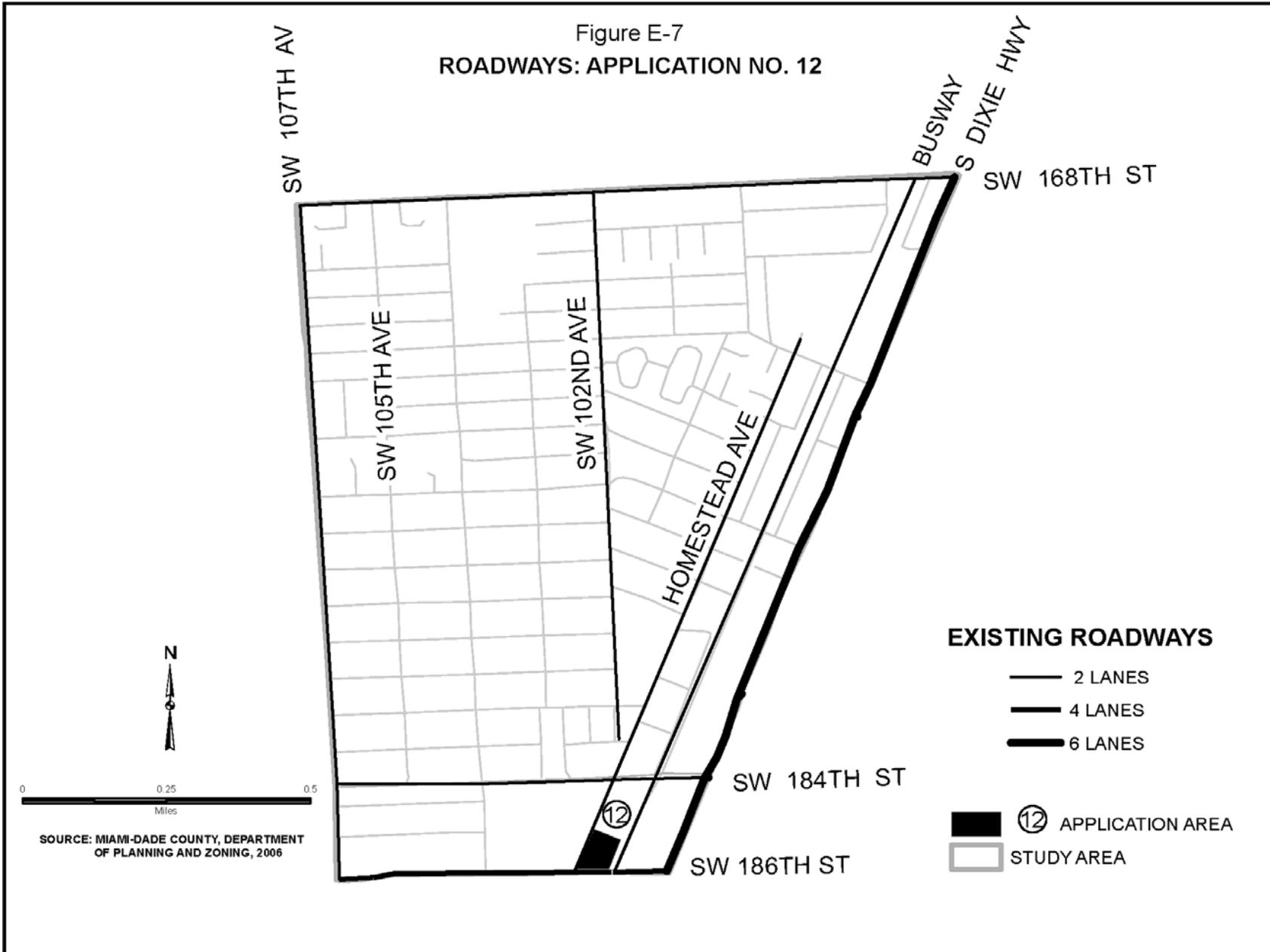
Table E-8
 Service Capacity

Roadway Segment	Trips Left
SW 184 Street between US 1 and SW 87 Avenue	-140
SW 168 Street between US 1 and SW 117 Avenue	109

Source: Miami-Dade County Public Works Department, January 2006
 Florida Department of Transportation, January 2006

Figure E-9 shows the concurrency levels of services for roadways in this Study Area and those roadway segments that will exceed the adopted LOS standards applicable to this area. All other expressways and arterials that are currently monitored show acceptable peak period concurrency LOS conditions.

Figure E-7
ROADWAYS: APPLICATION NO. 12



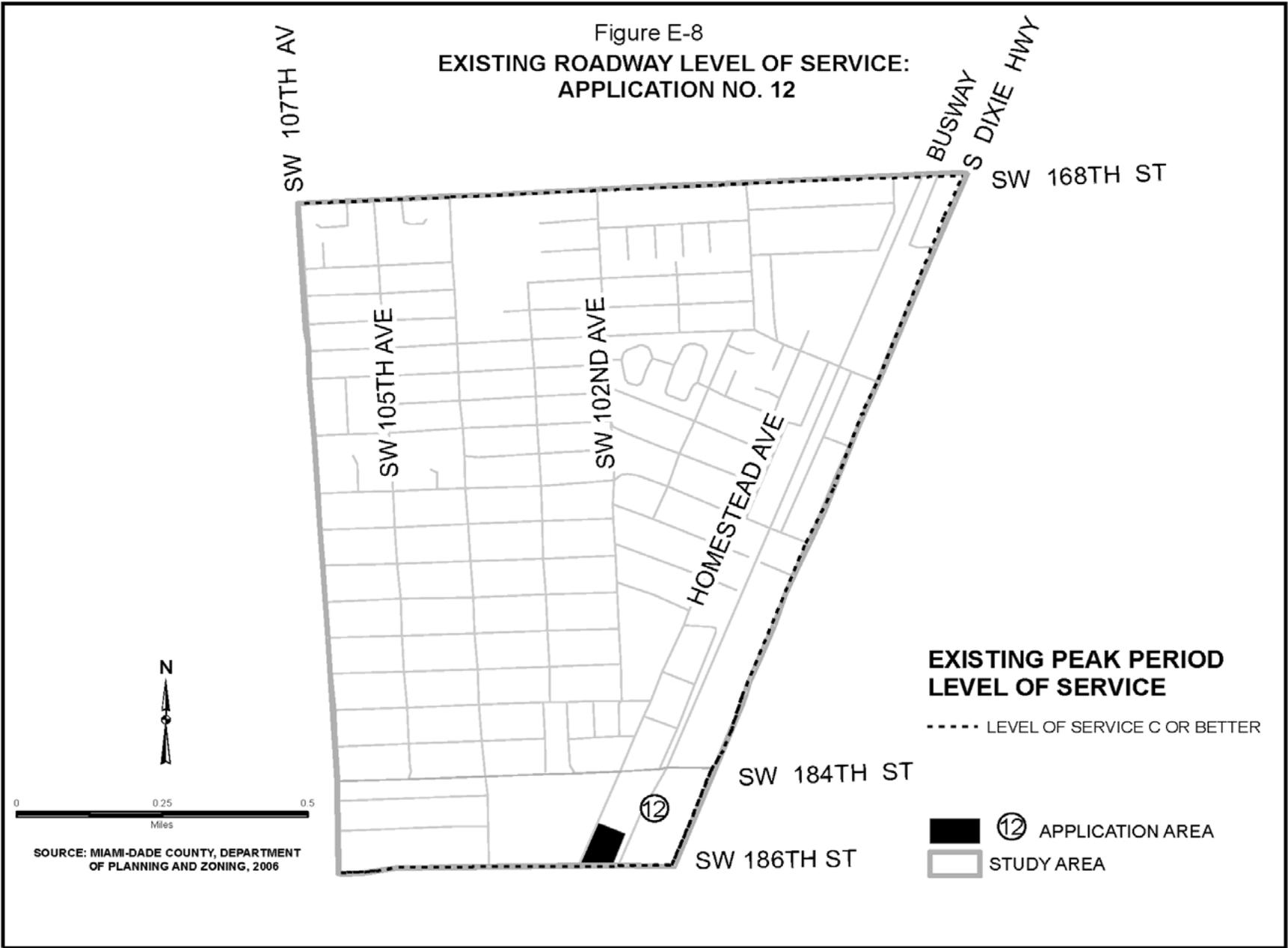
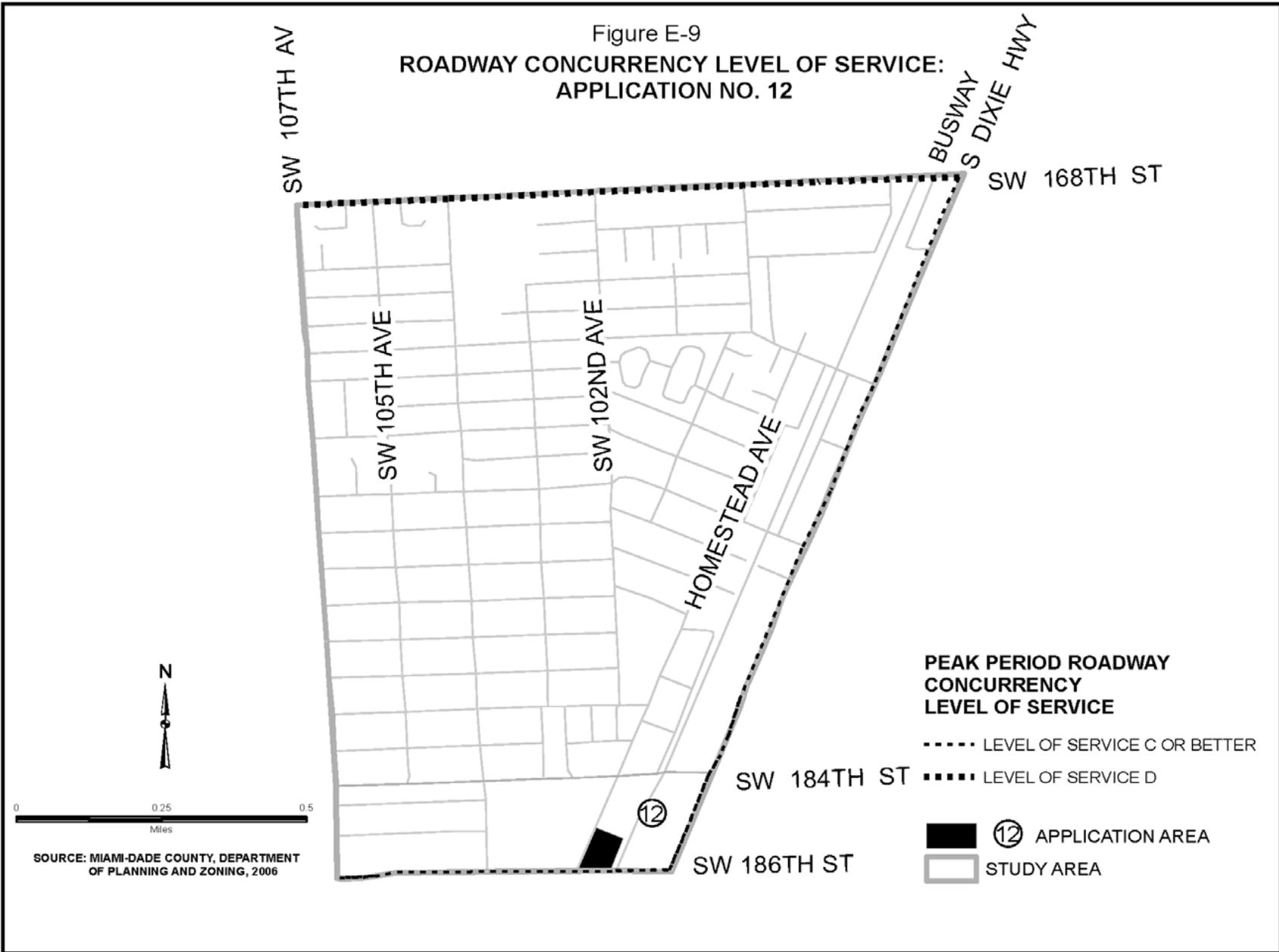


Figure E-9
**ROADWAY CONCURRENCY LEVEL OF SERVICE:
 APPLICATION NO. 12**



Future Conditions

There are no Roadway Capacity Improvements programmed in the Miami-Dade County's Transportation Improvements Plan for the Study Area.

Application Impacts

Application No. 12 is a 2.40-acre site located at the northeast corner of SW 186 Street and Homestead Avenue. Access to this site, if approved, would be from these roads. Roadway sections in the immediate vicinity of the application site are currently operating at acceptable levels of service, LOS C or better, within the adopted LOS E+20%, D and E standards applicable to these roadways. Two development scenarios were analyzed for traffic impact under the requested land use designations (Business and Office). Scenario 1 assumes the application site developed with a shopping center (30,492 sq. ft.). Scenario 2 assumes the application site developed with "One Density Higher Medium-High Density Residential" (townhouses: 144 units at 60 dwelling unit per gross acre). Traffic concurrency analyses indicate that SW 184 Street, from U.S. 1 to SW 87 Avenue, and from U.S. 1 to SW 117 Avenue have run out of service capacity with -140 trips and 109 trips left, respectively.

Trip generation analyses indicate that Scenario 1 would generate 99 more PM peak-hour trips than the current CDMP designation, and Scenario 2 would generate 67 more PM peak-hour trips than the current CDMP designation. In analyzing potential trip distribution, it was determined that the impact of the requested land use changes for each development scenario will be minimal on the nearby roadway system and, therefore, will cause the concurrency LOS condition on Eureka Drive (SW 184 Street), between U.S. 1 and SW 87 Avenue, to deteriorate from LOS F (1.01) to LOS F (1.02). No capacity improvements are programmed or planned for this roadway. However, there would be little or no impacts on the adjoining SW 186 Street (Quail Roost) roadway system that would result from the requested change under any of the two scenarios. With or without the application the concurrency LOS on SW 186 Street will remain at adopted LOS D.

Table E-9 identifies the estimated number of PM peak hour trips expected to be generated by the proposed development under the requested land use designation (Business and Office) and compares it to the development that could occur under the current CDMP designation (Industrial and Office). If the application site is developed under Scenario 1 as a shopping center it would generate approximately 99 or more PM peak-hour trips than under the current CDMP designation. However, under Scenario 2 as a residential development with one density higher – Medium-High Density Residential, it would generate approximately 67 or more PM peak-hour trips than under the current CDMP designation

Table No. E-9
Estimated Peak Hour Trip Generation
By Current and Requested Use Designations
Study Area E

Application No.	Assumed Uses Current CDMP Designation/ Estimated No. Of Trips	Assumed Uses Requested CDMP Designation/ Estimated No. Of Trips	Estimated Trip Difference Between Current and Requested CDMP Land Use Designations
12 (Scenario 1)	Industrial and Office - (38,115 sq. ft. warehouses) / 30	Business & Office Shopping Ctr. (30,492 sq. ft.) / 129 ¹	+99
12 (Scenario 2)	Industrial and Office - (38,115 sq. ft. warehouses) / 30	Residential Development With One Density Higher –Medium-High Density Res. (25 to 60 DUs/Ac.) Townhouses (144 Units) / 97	+67

Source: Institute of Transportation Engineers, Trip Generation, 7th Edition, 2003; Miami-Dade County Public Works Department and Department of Planning and Zoning, January 2006.

Note: ¹ Excludes pass-by trips for shopping center.

Transit

Existing Service

Metrobus Routes 1, 35, 40, 52, Busway Flyer, Busway Local and Busway MAX serve Study Area E. Table E-10 shows the existing service frequency in summary form.

Table E-10
Metro Bus Route Service
Study Area E

Route No.	Peak* (Minutes)	Off-Peak* (Minutes)	Feeder (F), Local (L) Or Express (E)	Proximity in Miles to Application No 12
1	15	20	L/F	1.125
35	30	60	L/F	0
52	30	30	L/F	0.5
Busway Flyer	20	N/A	F	0
Busway MAX	15	30	E/F	0
Busway Local	15	30	L/F	0

Source: Miami-Dade Transit, February 2006.

Notes: *Peak and Off-Peak time in minutes

F means feeder service to Metrorail

L means local service route

N/A means not available

Future Conditions of the Study Area.

By the year 2015, truncated Study Area E is projected to experience a population increase of 18.94%, or 700 additional residents and an employment increase of 4.46%, or 196 additional jobs. The projected population and employment increase would warrant improvements to the current transit service in this truncated study area.

Transit improvements to the existing transit service in truncated Study Area E, such as improved headways and extensions to the current routes are being planned for the next five years as noted in the 2005 Five-Year Transit Development Plan (TDP) and in the People’s Transportation Program (PTP). (See Table E-11.) Table E-12 shows service improvements programmed for existing routes within truncated Study Area E as well as the new routes proposed for the area.

Table E-11
Planned Transit Improvements
Study Area E

Route	Change Description
1	Extend Service to Quail Roost Drive and SW 137 Ave.
31 Busway Local	Extend service to Florida City/Homestead along South Miami-Dade Busway Extension.
	Re-align route to service Goulds area. Weekday-full size bus.
	Improve midday headways from 30 to 15 minutes.
	Improve weekend headways from 30 to 20 minutes.
35	Re-align along South Miami-Dade Busway Extension.
	Improve peak headways from 30 to 15 minutes.
38 Busway MAX	Extend alignment to the Village of Homestead community.
52	All night service, every 60 minutes, seven days a week. Serves the Dadeland South, South Miami and University stations.
	Improve peak period headways from 30 to 15 minutes.

Source: 2005 Transit Development Program, Miami-Dade Transit, June 2005.

There are also new routes programmed for this area. They are:

Table E-12
Programmed Transit Improvements

New Routes	Improvement Description
Fl Turnpike/ SR 836 (SULS)*	This premium transit route will be a combination of several express routes: West Kendall to CBD, West Kendall to MIC, West Kendall to CBD via Dolphin Mall/Miami International Mall, and Dolphin Mall/Miami International Mall to the MIC.
Quail Roost MAX	Introduce a MAX route on SW 184 Street and Quail Roost Drive. From Krome Ave. to Dadeland South Metrorail Station.
Busway Express (Busway Flyer)(SULS)*	New peak hour service from Key Largo area, through Florida City to the Dadeland South Metrorail Station via the Busway.

Source: 2005 Transit Development Program, Miami-Dade Transit, June 2005.

Notes: * SULS – Special Use Lane Services

The projected transit improvements for truncated Study Area E are estimated to cost approximately \$952,743 in annual operating cost and a one time capital cost of \$1,975,239 for a total cost of \$2,927,982. These costs reflect only the cost of that portion of route improvements within truncated Study Area E.

Major Transit projects

Regarding future transit projects within this area, the Busway Extension is an 11.5 mile Bus Rapid Transit facility running along US-1/ South Dixie Highway from Cutler Ridge to SW 344th St. in Florida City. This project includes the on-going reconstruction project of US-1 from SW 112 Avenue to SW 264th Street.

In addition, a rail extension to Florida City will be studied as part of the People’s Transportation Plan Rapid Transit Improvements. It consists of a 21-mile corridor along US 1, with two segments: one from Dadeland South Metrorail Station to Cutler Ridge; a second from Cutler Ridge to Florida City.

Applications Impacts in the Traffic Analysis Zone.

For Area E, one application request was submitted to amend the CDMP (Applications No. 12).

An analysis was performed in the Traffic Analysis Zone (TAZ 1194), where Application #12 is being requested. If granted, this application would create very few additional transit trips. There are many improvement projected for this area. Therefore, no expected changes beyond those already planned for the area will be necessary.

Water and Sewer

The Miami-Dade Water and Sewer Department (WASD) provides water and sewer service to Study Area E. Much of the area is characterized by large residential developments, and water and sewer mains were constructed by large-scale developers in many cases; virtually all of the developed areas are served by water and sewer service.

Potable Water Service

Treated water is supplied to the Study Area from WASD's Alexander Orr Water Treatment Facility, which at this time has adequate capacity to meet projected demands from this application. Water produced by the plant meets required drinking water standards, according to DERM. Raw water from wells located at the plant and at the Snapper Creek, Southwest and West Wellfields is treated at the Alexander Orr facility; water is also supplied from Aquifer Storage and Recovery (ASR) wells located at the West Wellfield. The Alexander Orr facility has a permitted capacity of 217.7 million gallons per day (mgd), and as of November 2005 had an average daily production 174.5 mgd. All of the developed portions of the Study Area are provided with potable water service by the WASD system.

At the present time, the potable water systems meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Sewer Service

Wastewater from the Study Area is treated at the South District Wastewater Treatment Plant (WWTP) located near Black Point. This plant has an average flow design capacity of 112.5 mgd. The effluent produced by this facility meets all federal, State and County standards. As of November 2005, this plant had an average daily flow rate of about 95.33 mgd or 85 percent of its permitted capacity. This Study Area lies wholly within the WASD sewer service area. Sanitary sewers are available to the majority of the Study Area.

At the present time, the wastewater treatment facilities meet the Level of Service standards as established in Policy WS-2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County Comprehensive Development Master Plan.

Wastewater System Improvements

As a result of concerns over sewer overflow conditions during major storm events, the County entered into a Settlement Agreement with the Florida Department of Environmental Protection in July 1993, a First Partial Consent Decree with the U.S. Environmental Protection Agency in September 1993, and a Second and Final Partial Consent Decree in April, 1994. Under these decrees, the County agreed to make \$1.169 billion worth of improvements in its regional wastewater system. Countywide, a total of \$1.31 billion in wastewater collection and treatment system capital expenditures is planned for the period 2005-2011 in the 2005-2006 Proposed Resource Allocation and Multi-Year Capital Plan.

Water and Sewer Service to the Application Area

The locations of the most proximate water and sewer connections to the site are detailed in Table E-13. The effects of the amendments on water and sewer demand based on change from the current designations to the proposed uses are specified in Table E-14.

Table E-13
Available Water and Sewer Connections for Applications in Study Area E

	Application No.	Distance to Main	Diameter of Main (inches)	Location of Main	Utility (1)
WATER	12	Adjacent	16	SW 186 Street	WASD
SEWER	12	Adjacent	54F	Homestead Ave. & SW 186 Street	WASD

(1) Utility Serving Application Area

WASD = Miami-Dade Water and Sewer Department

Source: Department of Environmental Resources Management, 2006

Miami-Dade Water and Sewer Department, 2006.

Table E-14
Water and Sewer Demand (in gallons per day - GPD)

Application	Water and Sewer Demand (GPD)	Change From Current Designation (GPD)
12	3,049	

Source: Miami-Dade Department of Environmental Resources Management, 2006

Miami-Dade Department of Planning and Zoning, 2006

WASD's regional wastewater treatment and disposal facilities have limited available capacity. Consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and also with the provisions of the Environmental Protection Agency consent decree.

Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted for applications until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity. At the present time, the water sewer treatment facilities meet the Level of Service standards as established in Policy 2A of the Water, Sewer and Solid Waste Element of the Miami-Dade County CDMP.

When development plans for the subject property are finalized and upon the owner’s request, WASD will prepare an agreement for water and/or sewer service, provided that they are able to offer those services at the time of the owner’s request. Please note that an alternative water supply plan may be required from the applicants to address adequate water supply for their projects. Prior to approval of a building permit or its functional equivalent, the applicants will need to ensure that adequate water supply will be available for their project.

Solid Waste

Since the Department of Solid Waste Management (DSWM) assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County’s status in terms of ‘concurrency’ – that is, the ability to maintain a minimum of five years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II, F.S., and currently exceeds that standard by nearly four years (See Solid Waste section in Chapter 2 of this report).

Application No. 12 lies within the 2005 Urban Development Boundary (UDB) and the DSWM’s waste service area for garbage and trash collections. The closest DSWM facility for Application No. 12 is the Eureka Drive Trash and Recycling Center, located at 9401 SW 184 Street, which is approximately one mile away. Under the DSWM’s current policy, only residential customers paying the annual waste collection fee and/or the Trash and Recycling Center fee are allowed the use of this type of facility. Due to the character of the request (Business and Office, there is minimal or no impact on collection services to anticipate; however, this depends upon the residential use developed at the site. The impact of the Business and Office use on the disposal and transfer facilities would be the incremental and cumulative costs of providing disposal service to DSWM Collections, private haulers, and municipalities, which is paid for by the users. The DSWM is capable of providing such disposal service.

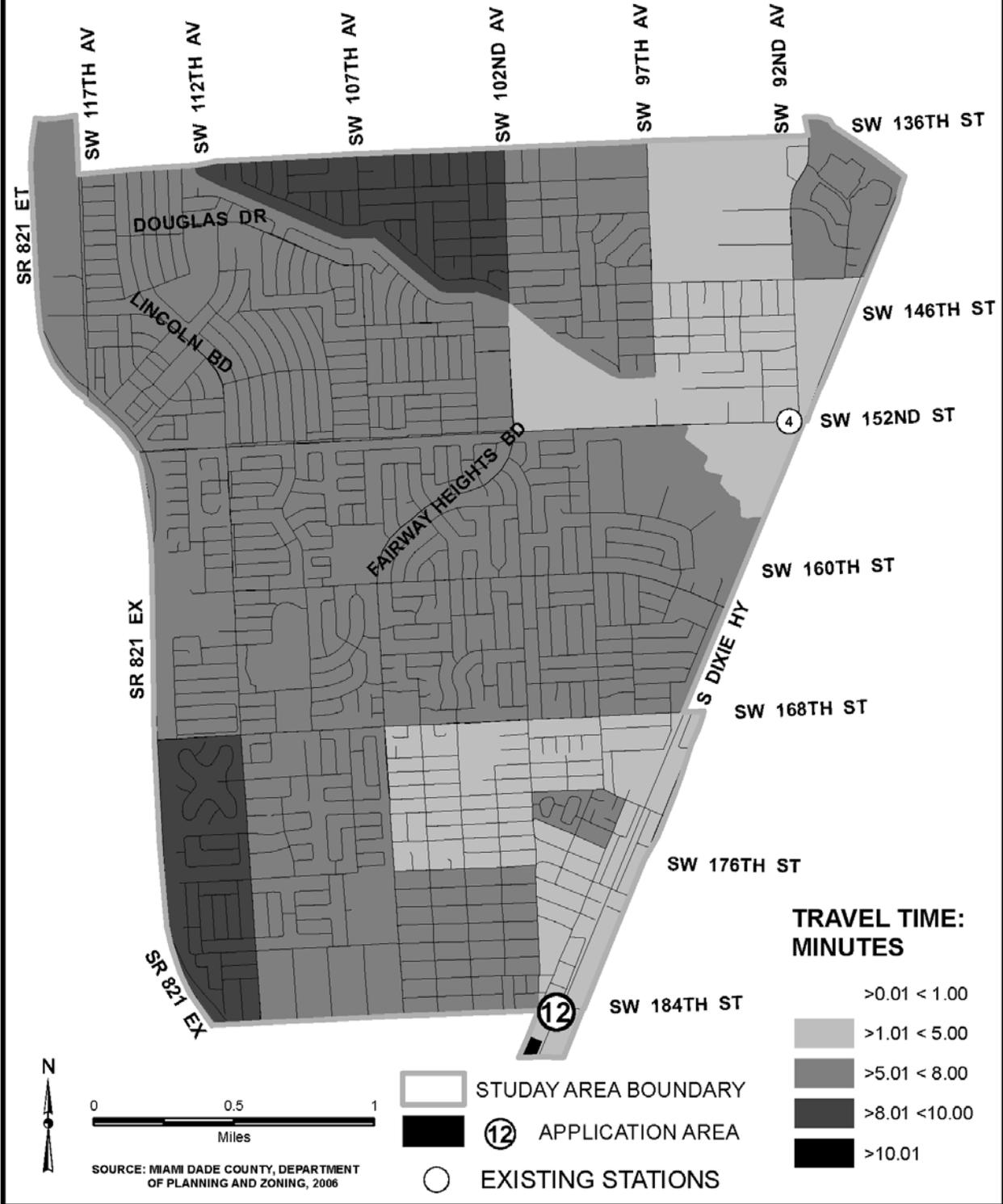
Fire and Rescue Service

Study Area E is served by Fire Rescue Stations 4, 50, 52 and 53 (see Figure E-11). No need arises and no new station is programmed to serve the subject site. However, there is adequate travel time (i.e., operating above targeted travel times) for responding to potential alarms, life threatening and structure fires with respect to the subject application. Please see Fire Response Times table below.

Table E-15
Fire Response Times – Study Area E

Application No.	Average Travel Time to Alarms (in minutes)	Life Threatening Emergencies (in minutes)	Structural Fires (in minutes)
12	5.00	4.91	>5.01<8.00

Figure E-10
**FIRE-RESCUE DEPT. LIFE THREATENING EMERGENCIES RESPONSE:
 APPLICATION NO. 12**



The required fire flow for Application No. 12 is 3,000 gallons per minute (gpm). Each fire hydrant requires delivery of 1,000 gpm. A 12-inch water main in SW 184 Street and a 16-inch water main on SW 186 Street may provide service to Application No. 12. According to Fire Flow report, fire flow in the vicinity of Application No. 12 indicates a fire flow at 20 psi of 10.243 gpm and a hydrant flow of 1,632 gpm.

County Parks

County-owned park and recreation facilities serving this portion of Study Area E are shown on Figure E-12. These parks are described on Table E-16, which lists the name, acreage, and classification for each. The nearest park site to Application 12 is West Perrine Senior Center, a 2.30-acre Single Purpose Park, located at 17801 Homestead Avenue, just 1/2 miles from the application site.

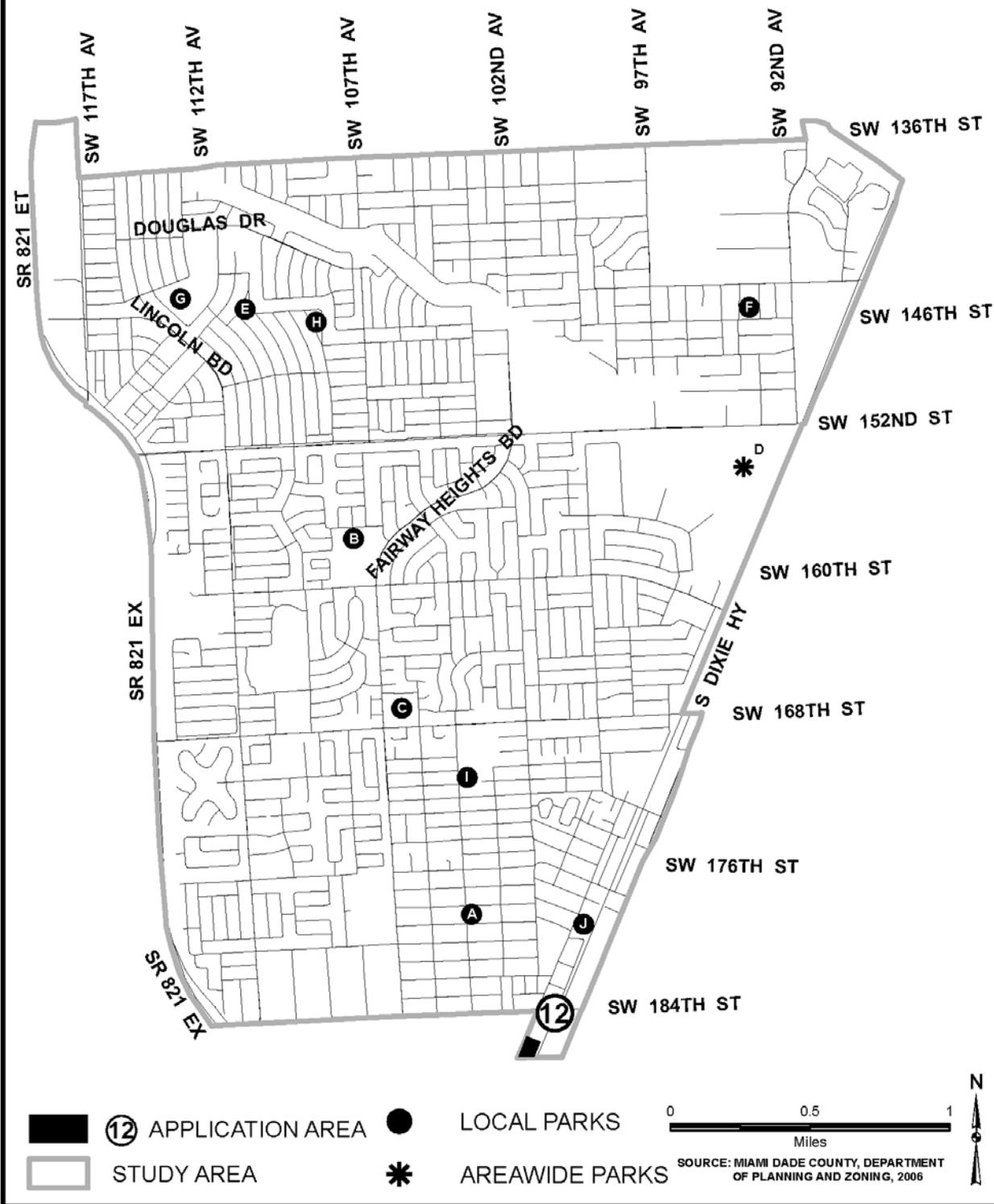
Table E-16
County Park and Recreation Open Space Facilities: Study Area E (MSA 2.1)

Park Identifier	Name of Park	Park Classification	Acreage
1	Sgt. Delancy	Community	10.28
2	Walter White	Neighborhood	1.75
3	Richmond Triangle	Mini	.73
4	Rockdale	Neighborhood	3.20
5	Palmetto Golf Course	Special Activity	121
6	Fairwood	Neighborhood	10
7	Ben Shavis	Mini	.87
8	West Perrine Senior Center	Single Purpose	2.30
9	Wet Perrine	Community	8.38
10	Colonial Drive	Community	9.9

Source: Miami-Dade Park and Recreation Department, 2006.

Study Area E is located in Park Benefit District 2 (PBD 2), which has a surplus capacity of 738.76 acres when measured by the County concurrency level-of-services standard. The approval of Application 12 would potentially increase the population in PBD 2 by 178 if the site developed as residential. Such an increase in population would decrease the available reserve capacity by .489 acres to a total of 739.25 acres.

Figure E-11
COUNTY PARKS: APPLICATION NO. 12



Public Schools

Table E-17 lists the mainstream public schools in the mapped portion of Study Area E, indicating school name and type, October 2005 enrollment, the Florida Inventory of School Houses (FISH) Design Capacity which includes permanent and relocatable student stations, and the FISH percent. The locations of these schools are identified on Figure E-13. As can be seen, the elementary school in Study Area E had an October 2005 enrollment of 2,807, a FISH Design Capacity of 3,192 and a FISH Utilization percent of 88%. The middle school had an October 2005 enrollment of 3,107, a FISH Design Capacity of 2,484 and a FISH Utilization percent of 125%. Finally, the senior high school in the Study Area had an October 2005 enrollment of 6,530, a FISH Design Capacity of 4,601, and a FISH Utilization percent of 142%. The total October 2005 enrollment is 12,444, a FISH Design Capacity of 10,277 and a FISH percent of 121% for Study Area E. It is important to note that some students generated by residential development in this study area may attend a public school located outside this study area.

Table E-17
2005 Public School FISH Rates:

School Identifier (Figure E-46)	Name of School	October 2005 Membership	FISH Design Capacity	FISH Percent
ELEMENTARY SCHOOLS				
A	Colonial Drive	358	460	78
B	Ethel F. Beckford/Richmond	379	540	70
C	Frank C. Martin	802	826	97
D	Pine Lake	666	656	102
E	Robert Russa Moton	602	710	85
TOTAL ELEMENTARY		2,807	3,192	88
MIDDLE SCHOOLS				
F	Richmond Heights	1,331	1,303	102
**	Southwood**	1,776	1,181	148
TOTAL MIDDLE		3,107	2,484	125
SENIOR HIGH SCHOOLS				
G	Coral Reef	2,994	2,250	133
**	Miami Palmetto**	3,536	2,351	150
TOTAL SENIOR HIGH		6,530	4,601	142
STUDY AREA TOTAL		12,444	10,277	121

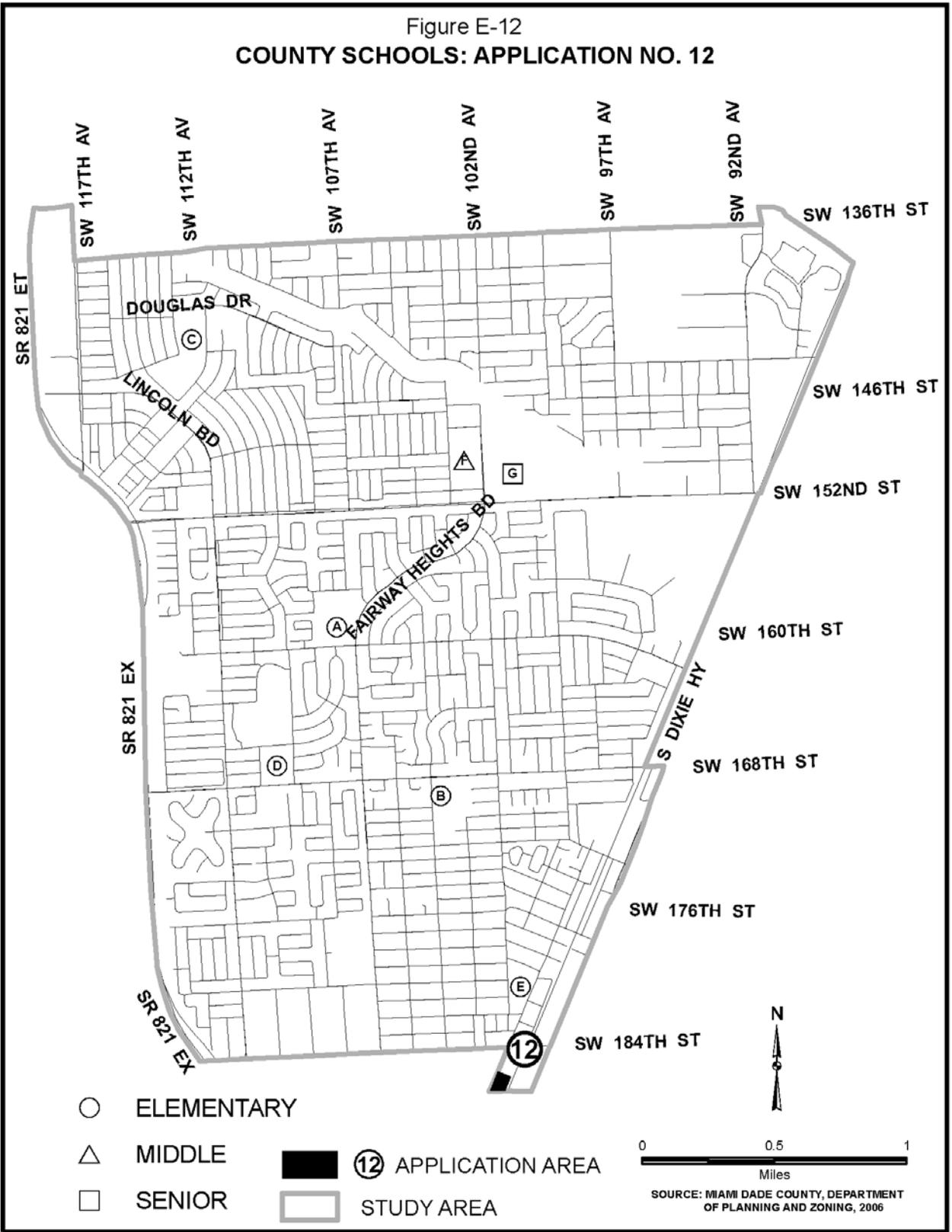
Source: Miami-Dade County Department of Planning and Zoning, 2005, Miami-Dade County Public Schools, 2005

** School Located Outside Study Area

Application No. 12, if approved, would increase the potential student population in Study Area E by 41 students. Approximately 23 students would attend R. R. Moton Elementary increasing the FISH from 85% to 88%, 4 students would attend Southwood Middle, with no change to the FISH of 148%, and 20 students would attend Miami Palmetto Senior High, increasing the FISH from 150% to 151%.

A complete listing of comments from the Miami-Dade Public Schools is attached as Appendix A. This Appendix contains a full listing of all relief schools in the area.

Figure E-12
COUNTY SCHOOLS: APPLICATION NO. 12



TEXT AND POLICIES

**Applications to Amend CDMP
Policies, Text and Capital Improvements**

This section contains the Department's Recommendations and Principal Reasons addressing one application filed by Archimedean Properties, LLC and one application filed by the Department. These applications address clarification to existing applicable Plan policies and a new text to reflect recently adopted State legislation.

Application Number	Applicant/Representative Location (Size) REQUESTED AMENDMENT TO THE CDMP	Recommendation for •DISPOSITION •TRANSMIT
13	Archimedean Properties, LLC/Juan J Mayol, Esq. LAND USE ELEMENT To revise the "Interpretation of The Land Use Plan Map: Policy of the Land Use Element" under the "Agriculture" text Standard Amendment	ADOPT WITH CHANGE TRANSMIT
14	Miami-Dade County Department of Planning and Zoning / Diane O'Quinn Williams, Director CAPITAL IMPROVEMENTS ELEMENT To address Standard Amendment	•ADOPT •TRANSMIT

Application No. 13

Requested Amendment to the Land Use Element:

Revises the "Interpretation of The Land Use Plan Map: Policy of the Land Use Element" under the "Agriculture" text to clarify that a school is permitted in areas designated as "Agriculture" on the Future Land Use Map if the proposed school is located within the Urban Development Boundary (UDB) as follows:

Agriculture

The area designated as "Agriculture" contains the best agricultural land remaining in Miami-Dade County. As stated in the Miami-Dade County Strategic Plan, approved in 2003 by the Board of County Commissioners, protection of viable agriculture is a priority. The principal uses in this area should be agriculture, uses ancillary to and directly supportive of agriculture such as packing houses, and farm residences. Uses ancillary to, and necessary to support the rural residential community of the agricultural area may also be approved, including houses of worship; however, schools shall not be approved in Agriculture areas, unless the proposed school is ~~but should be~~ located inside the UDB ~~in accordance with Policy EDU-2A.~~

(NOTE: Above text reflects changes to this policy as approved by the Board of County Commissioners in December 2005, but not official until the end of the challenge period, (March 10, 2006, assuming no challenge is filed.)

Recommendation: ADOPT WITH CHANGE AND TRANSMIT

Principal Reasons for Recommendations:

The purpose of the amendment from the Applicant is to revise and clarify the current text in the Land Use Element for areas designated as “Agriculture” on the Land Use Plan (LUP) map, to distinguish between those agricultural areas located inside the UDB and those agricultural areas located outside the UDB for the purpose of locating schools.

Currently the only “Agriculture” area designated on the Land Use Plan (LUP) map inside the UDB, is the area known as “Horse Country”, which is bounded by SW 40 Street (Bird Road) to the north, the Turnpike (HEFT) to the east, SW 72 Street (Sunset Drive) to the south and SW 127 Avenue to the west. The West Dade - Ranch Area Neighborhood Study, conducted by the Planning Department and adopted by the Board of County Commissioners through Ordinance 81-47 on April 29, 1981, recommended that the “Horse Country” area be preserved as a rural area. The reasons for keeping the Agricultural designation on these two sections of land were in part to preserve the rural/agricultural character (including large lot estate areas) near the metropolitan area, and to maintain open areas in close proximity to the Southwest Wellfield.

Policy LU-5B allows the Director to be “the principal administrative interpreter of the CDMP”. On November 10, 2003, The Department of Planning and Zoning issued a “Letter of Interpretation” in response to an inquiry involving the “location of private schools in ‘Agriculture’ designated parcels within the Urban Development Boundary”. In this letter, the Assistant Director of the Department, signing for the Director, concluded the following:

“In conclusion, based on the relevant CDMP goals, objectives, policies and Land Use Plan map text provisions, I find that public and private schools may be approved, where compatible, in all urban land use categories, including Agriculture, inside the UDB, in keeping with any conditions specified in the applicable category. Outside the UDB, in areas designated “Agriculture”, private schools are prohibited”.

Through this interpretation, public and private schools are allowed into zones designated as “Agricultural” on the LUP map as long as they are located inside the UDB; however, the text changes as proposed by the applicant may not sufficiently clarify the intent of the Director. Therefore, the following text change is offered as a replacement to the original proposed text.

Agriculture

The area designated as "Agriculture" outside the UDB contains the best agricultural land remaining in Miami-Dade County. As stated in the Miami-Dade County Strategic Plan, approved in 2003 by the Board of County Commissioners, protection of viable agriculture is a priority. The principal uses in this area should be agriculture, uses ancillary to and directly supportive of agriculture such as packing houses, and farm residences. Uses ancillary to, and necessary to support the rural residential community of the agricultural area may also be approved, including houses of worship; however, schools shall not be approved in Agriculture areas outside the UDB. Schools may be

located inside the UDB in areas designated Agricultural on the Land Use Plan map and should be located inside the UDB in accordance with Policy EDU-2A.

Application No. 14

Requested Amendment to the Land Use Element:

Revises the Concurrency Management Program section of the Capital Improvements Element to include language as follows:

- F. Miami-Dade County shall, by ordinance, include proportionate fair share mitigation methodologies and options in its concurrency management program, consistent with the requirements of Chapter 163, Florida Statutes. The intent of these options is to provide for the mitigation of transportation impacts through mechanisms that might include, but are not limited to, private funds, public funds, contributions of land, and the construction or contribution of facilities. Transportation facilities or segments identified for improvement through the use of proportionate fair share mitigation options must be included in the Capital Improvements Element, or in the next regularly scheduled update of the Capital Improvements Element.

Recommendation: ADOPT AND TRANSMIT

Principal Reasons for Recommendations:

The 2005 legislative session, through its adoption of Senate Bill 360, added language to Chapter 163.3180(16) which requires that by December 1, 2006 each local government must include in its concurrency management system, methodologies that will be applied to calculate proportionate fair-share mitigation and mitigation options. Mitigation options include, “without limitation, separately or collectively, private funds, contributions of land, and construction and contribution of facilities and may include public funds as determined by the local government”.

New language to the CDMP is proposed to make the Capital Improvements Element consistent with the revised Chapter 163.3180(16) and to provide direction for the required ordinance, which will develop the new proportionate fair-share mitigation methodology and options.

CHAPTER 2

PLANNING CONSIDERATIONS

Chapter 2

PLANNING CONSIDERATIONS

This chapter outlines the factors that are considered in evaluating Applications to amend the CDMP. It also contains descriptions of the methods of analysis typically used by the Department of Planning and Zoning (DP&Z) in evaluating CDMP amendment applications. The chapter contains an overview followed by a discussion of countywide planning factors, and the factors that are typically evaluated for the geographic study areas around the application areas, and for the application sites themselves. These factors include environmental considerations; land use patterns; supply and demand for residential, commercial and industrial land; and urban services.

Growth Management

Miami-Dade's Comprehensive Development Master Plan (CDMP) is a metropolitan guide for growth management. The Plan is countywide in scale and comprehensive in scope. It establishes the County's policy framework within which specific development decisions are made daily. Among its key growth management objectives, the CDMP seeks to ensure that physical expansion of the urban area is managed to occur 1) at a rate commensurate with projected population and economic growth; 2) in a contiguous pattern centered around a network of high-intensity activity centers well-connected by multimodal intra-urban transportation facilities; and 3) in locations which optimize efficiency in public service delivery and conservation of valuable natural resources. The foregoing objectives are encouraged by the state's comprehensive planning laws and the Strategic Regional Policy Plan for South Florida. The State Comprehensive Plan is a policy plan containing goals and policies addressing a broad range of subjects, from social services to environmental protection. It establishes common long-range direction for all state, regional and local governments so that they will not be working at cross purposes. Chapter 9J-5 of the Florida Administrative Code establishes minimum criteria for the contents of local comprehensive plans adopted pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act (Chapter 163, Part II, Florida Statutes). The adopted Strategic Regional Policy Plan for South Florida establishes policy direction by way of regional goal and policy statements which are derived from the State Comprehensive Plan but relate more specifically to South Florida's conditions and circumstances.

The state government reviews proposed and adopted local comprehensive plans for compliance with state law and policies. The Florida Department of Community Affairs (DCA) also reviews, and may comment on, proposed amendments prior to adoption. Following local adoption, DCA will issue a notice finding compliance or non-compliance of the adopted amendments with state law and policies. Challenges can be expected from DCA on amendments to a local Plan which deviate from state law or adopted state, regional or County Plan policies.

Plan Implementation

Chapter 163, Florida Statutes provides that after a local government plan has been adopted, all development and development orders by governmental agencies shall be consistent with the plan (Ch. 163.3194[1][a], F.S.). In addition, Chapter 163 requires that each local government must adopt and enforce land development regulations that are consistent with and implement its comprehensive plan (Ch 163.3202, F.S.). At a minimum, all local governments must enforce regulations which: regulate the subdivision of land; regulate the use of land and water and ensure the compatibility of adjacent uses; provide for open space; provide for protection of potable water wellfields; regulate areas subject to seasonal and periodic flooding and provide for drainage and stormwater management; ensure the protection of environmentally sensitive lands; regulate signage; provide that public facilities and services meet or exceed the standards established in the comprehensive plan and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services; provide that development orders or permits shall not be issued which would result in a reduction in the level of services for the affected public facilities below the level of services provided in the comprehensive plan; and ensure safe and convenient on-site traffic flow, considering needed vehicle parking.

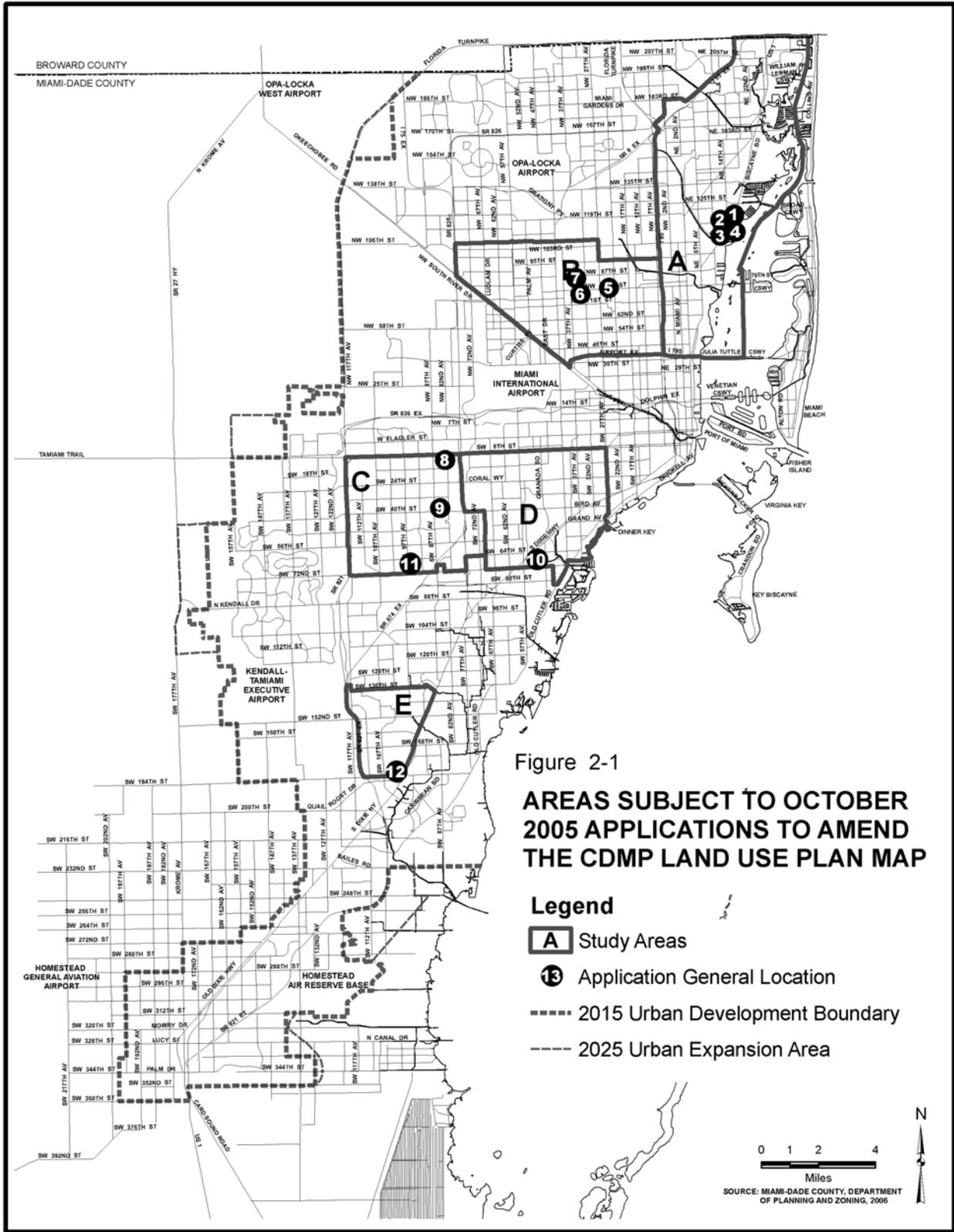
The DCA is authorized to review a local government's development regulations to determine its compliance with these requirements. Chapter 163 also provides that affected parties may challenge actions of local government which are not consistent with the locally adopted plan or development regulations.

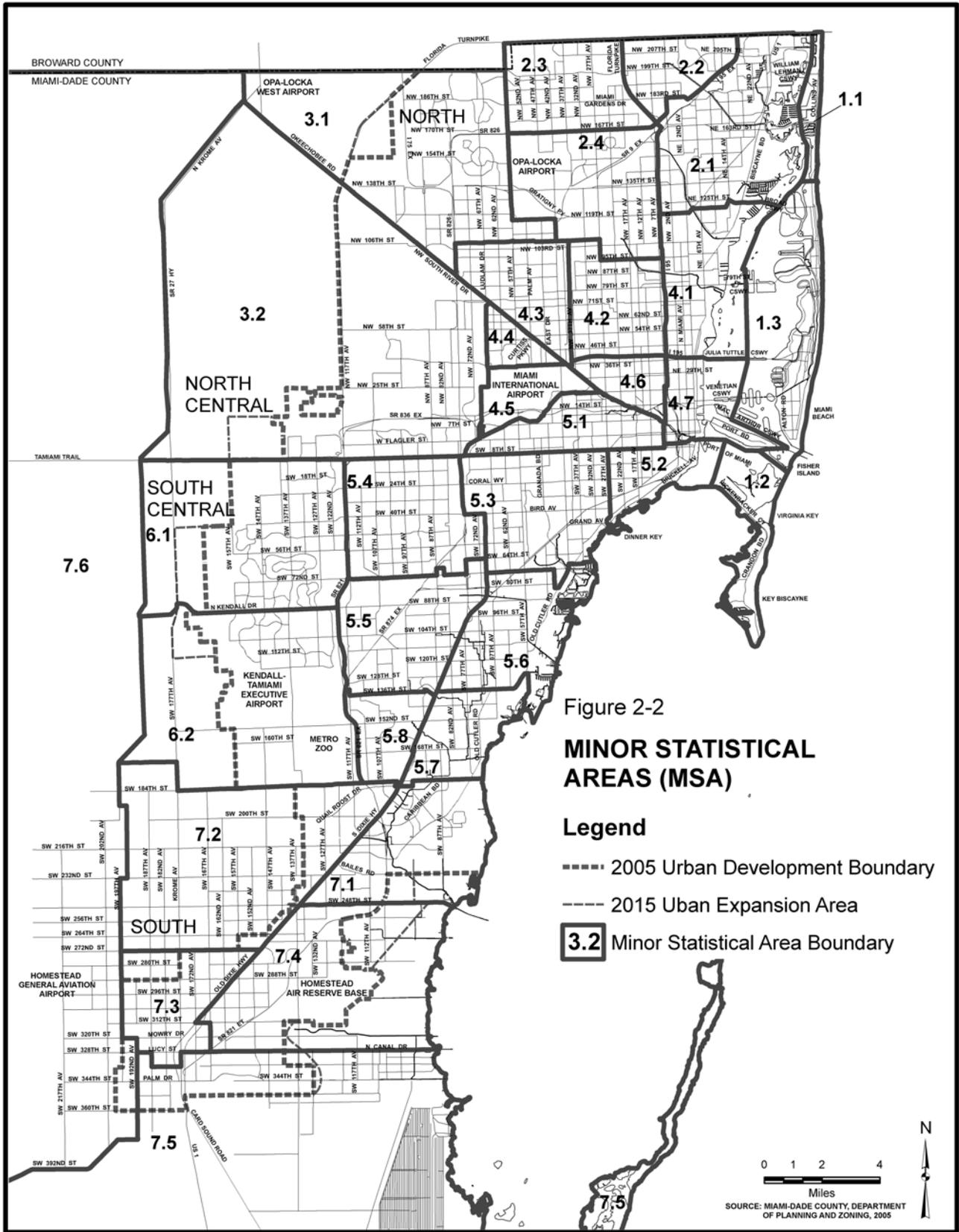
Areas of Analysis

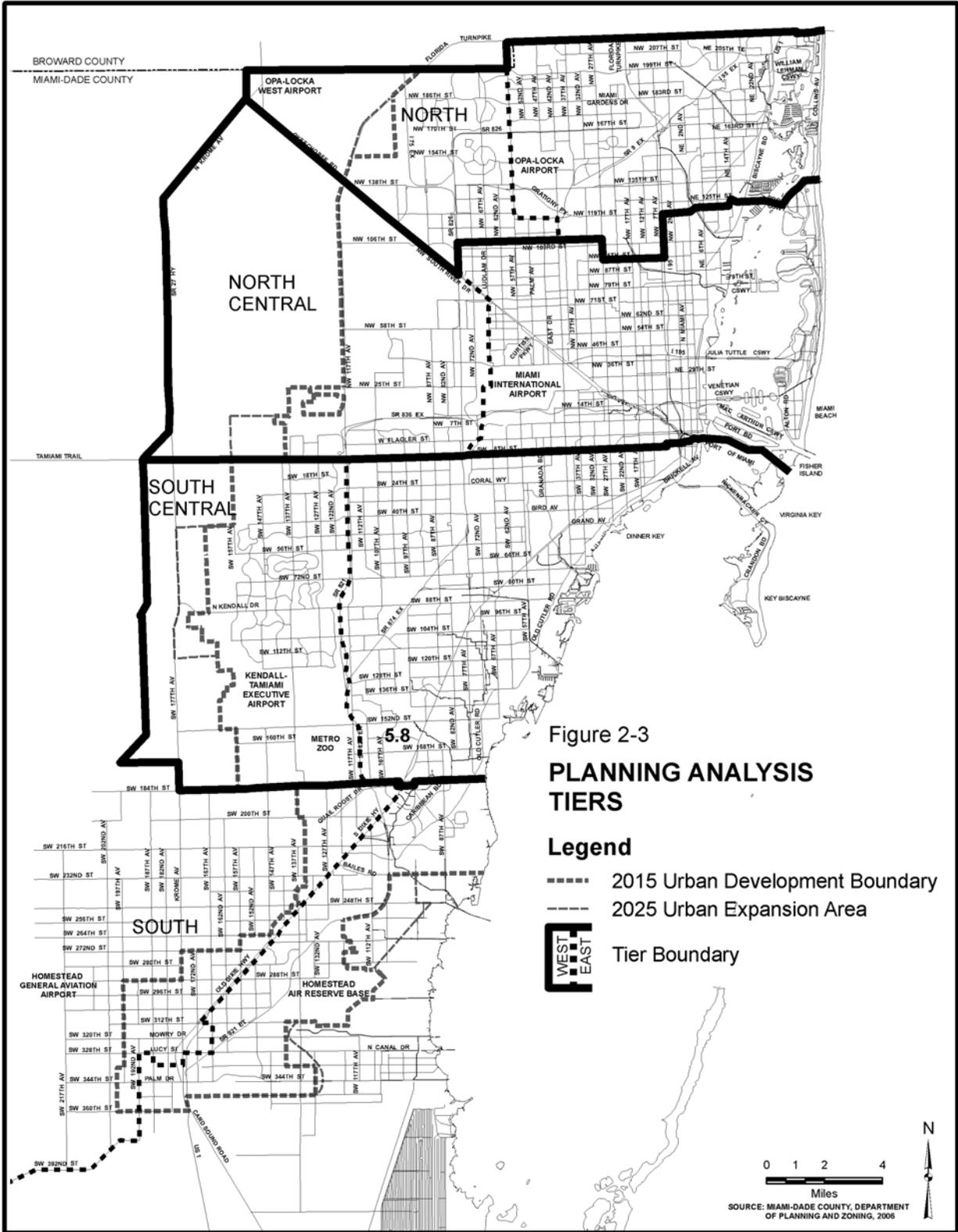
To facilitate the evaluation of applications requesting amendments to the Land Use Plan (LUP) map, Study Areas are typically established, encompassing an application or group of applications. The boundaries of such Study Areas coincide with enumeration areas previously established for other planning or analysis purposes, and for which data on factors such as housing or population already exist. (See Figure 2-1).

The basic geographic unit used in many analyses conducted by the Department of Planning and Zoning is the minor statistical area (MSAs) shown in Figure 2-2. The MSA boundaries are based on census tracts which are a component of the United States Census geography. An MSA may contain one large census tract or an aggregation of census tracts. The MSAs were established as planning areas by the Department of Planning and Zoning to facilitate small-area analyses and to standardize areas for the development of statistical data and projections.

In order to provide a broader picture than the MSA, larger planning areas called Tiers were established as standard analysis areas in the CDMP Land Use Element (April 1988). (See Figure 2-3) These two planning subareas - Tiers and MSAs - provide continuity in the analyses.







Environmental Conditions and Considerations

A description of general environmental conditions in each Study Area is included within each respective Study Area appendix. Environmental conditions addressed include the following: natural ground elevations, soils, drainage characteristics, County and federal flood criteria, stormwater management, County wellfield protection criteria, hurricane evacuation areas, wetlands, upland forests, endangered species and habitats, exotic pest plant and animal species, historical and archaeological resources, and other relevant issues or concerns.

Several sources of information have been used in compiling these Study Area descriptions. These include the CDMP Conservation and Coastal Management Elements; U.S.D.A. Natural Resources Conservation Service, Soil Survey of Dade County Area (1996); Miami-Dade County Public Works Department Topographical Maps (revised 1954-56); Miami-Dade County Flood Criteria Maps (1995); Federal Emergency Management Agency, National Flood Insurance Program Flood Insurance Rate Maps for Dade County, Florida (Mar. 1994); Wellfield Protection Areas (2001); Miami-Dade County Office of Emergency Management, Hurricane Evacuation Map (2002); and support data provided by the Miami-Dade County Department of Environmental Resources Management (DERM). DERM assisted in the evaluation of site conditions relative to County Code and other governmental requirements.

Drainage and Flood Protection

DERM reviewed each of the proposed Applications for consistency with flood protection requirements contained in Chapter 24 of the Code of Miami-Dade County. For each application site, information on the natural ground elevation, flood criteria and the type of drainage required is presented both in narrative form and tables included in each Study Area appendix.

Types of soil and drainage characteristics are listed for each site. Where organic soils exist, they must be removed prior to filling to meet County flood criteria. Soils range from those that drain well, such as Dade sand, to those that drain very poorly, such as muck and clay. Since Miami-Dade County has been developing for decades, much of the urban area has been previously filled. This soil is referred to as Urban Land and has moderate drainage characteristics.

The adopted CDMP LOS standard for flood protection requires that urban development in Miami-Dade County shall be provide protection from the degree of flooding that would result for a duration of one day from a five-year storm, with exceptions provided where new development to this base standard would pose a risk to existing development. Further, the lowest habitable floor of all structures must be elevated above the federal flood criteria described below.

In areas having drainage limitations where site conditions prevent on-site retention of the applicable design storm, a minimum of one inch of runoff must be retained on site prior to discharge into surface waters. For commercial and industrial land uses, site conditions should retain the applicable design storm, or a minimum of one inch of runoff or 2.5 inches times the percentage of the site's impervious area must be retained in either a dry retention or exfiltration trench before discharge into surface waters. In addition, stormwater conveyance structures (e.g. catch basins) located in paved parking areas must be fitted with oil and grease interceptors prior

to entering an exfiltration or infiltration system. Other environmental requirements that may limit development of particular sites are outlined in the following paragraphs.

Drainage Basins

There are two types of hydrologic basins indicated in the environmental conditions summary tables. These are canal drainage basins, such as C-2 (Snapper Creek Canal), and secondly, wetland basins such as the Bird Drive Basin. Based upon information provided by the South Florida Water Management District (SFWMD), the primary canal system generally drains the portions of the County that lie east of the Turnpike north of Kendall Drive, east of levee L-31N between Kendall and Eureka Drives, and south of Eureka Drive between L-31N and the Turnpike. The remaining portions of the County receive little or no flood protection from the primary canal system.

Areas generally north of Kendall Drive and west of the Florida Turnpike have drainage limitations and frequent flooding problems. Therefore, the SFWMD and the County have established special fill criteria for certain basins in this region, such as the Western C-9 Basin, the Bird Drive Basin, the North Trail Basin, and Basin "B". These basins serve to conserve water, recharge the aquifer, and mitigate impacts of floodwater loading on the canal systems.

The 1995 federal flood criteria, which established 100-year base flood elevations for structures in Miami-Dade County, have been used to evaluate each application site. These criteria are based on assumed land use patterns in the various basins that could be altered by CDMP amendments. Federal flood criteria are used primarily for development and insurance purposes to protect property in flood-prone areas. Special Flood Hazard Areas (zone series A and V) are those inundated by a 100-year flood. The Federal Flood AE or AH Zone designations indicate areas where base flood elevation has been determined. Inundation to flood elevation can be expected in a 100-year flood in the AE designated areas, and one to three feet of ponding can be expected in AH zones. The V Zone indicates Coastal High Hazard Areas subject to high-velocity wave action. Areas designated as X Zone are outside the 100-year flood zone but may be within the 500-year flood area. Chapter 11C of the County Code regulates development within Special Flood Hazard Areas, including stricter regulations in Coastal High Hazard Areas.

Wellfield Protection Areas

The locations of all existing water supply wellfields in Miami-Dade County and the protection areas around the wellfields are depicted in Figure 2-4. For all wellfields, the Wellfield Protection Boundary is the 210-day groundwater travel distance from the wellheads, except around the Northwest (1), Hialeah-Preston group (which includes Hialeah-Preston and Miami Springs Upper and Lower Wellfields) (2A-C), and the Alexander Orr complex (which includes Alexander Orr, Snapper Creek, Southwest and West Wellfields) (5, 5A, 5B and 16). Development restrictions are increasingly more stringent the closer the proximity to a wellfield.

The current average-day pumpage wellfield protection area boundary for the Hialeah-Preston group and the Alexander Orr complex is delineated by the 1.0-foot drawdown contour under daily average permitted pumping rates. The maximum day boundary is also delineated by a 1.0-

foot drawdown contour but under the maximum permitted pumping rate. A drawdown is defined as the difference between the existing or projected water table elevation that occurs without the wellfield withdrawal, contrasted with the groundwater level which occurs when the wellfield is pumping.

The current protection area established for the County's West Wellfield is also shown on Figure 2-4. That protection area boundary is delineated by the 0.1-foot drawdown contour. The Northwest Wellfield Protection Area west of the Florida Turnpike Extension is delineated by the 0.25-foot drawdown contour. A safety buffer has been established east of the Turnpike to ensure protection of Northwest Wellfield groundwater during drought periods.

Table 2-1 summarizes the land use restrictions and regulations that apply within all urban wellfield protection areas except the Northwest and the West Wellfield Protection Areas, which are subject to special protection regulations governing land use activities, outlined in Table 2-2.

Wetlands and Upland Forests

DERM delineates wetlands based on vegetation, soils and hydrology consistent with the state methodology described in Chapter 62-340, Florida Administrative Code. If there are native wetlands on site, preservation and mitigation criteria may also apply. As stated in the CDMP, Miami-Dade County has established policies to protect, restore, and enhance wetlands. An environmental summary in each Study Area chapter indicates which sites are or may be subject to wetland permit requirements.

DERM also reviewed each application site for the presence of environmentally sensitive areas, protected specimen trees and/or Natural Forest Communities. The Board of County Commissioners, per Resolution R-1764-84 and Ordinance 84-34, designated approximately 230 environmentally sensitive pinelands and hammocks totaling 3,645 acres in Miami-Dade County as Natural Forest Communities (NFC). The Miami-Dade County Tree and Forest Resources Protection Code regulates development in these areas and provides preservation standards for these forests during development. A permit is required prior to the removal or relocation of any trees or understory vegetation in a NFC. The Code also provides protection standards for Specimen Trees (trees which are 18 inches or greater in diameter) during development. Regardless of whether a site contains a Natural Forest Community or sensitive tree resources, a permit review by DERM is required prior to the removal or relocation of trees on any site. Potential and controlled exotic pest plants are addressed through permitting, enforcement and public outreach programs administered by the Department of Environmental Resource Management and Building Departments.

Figure 2-4
EXISTING WELL FIELDS AND PROTECTION AREAS

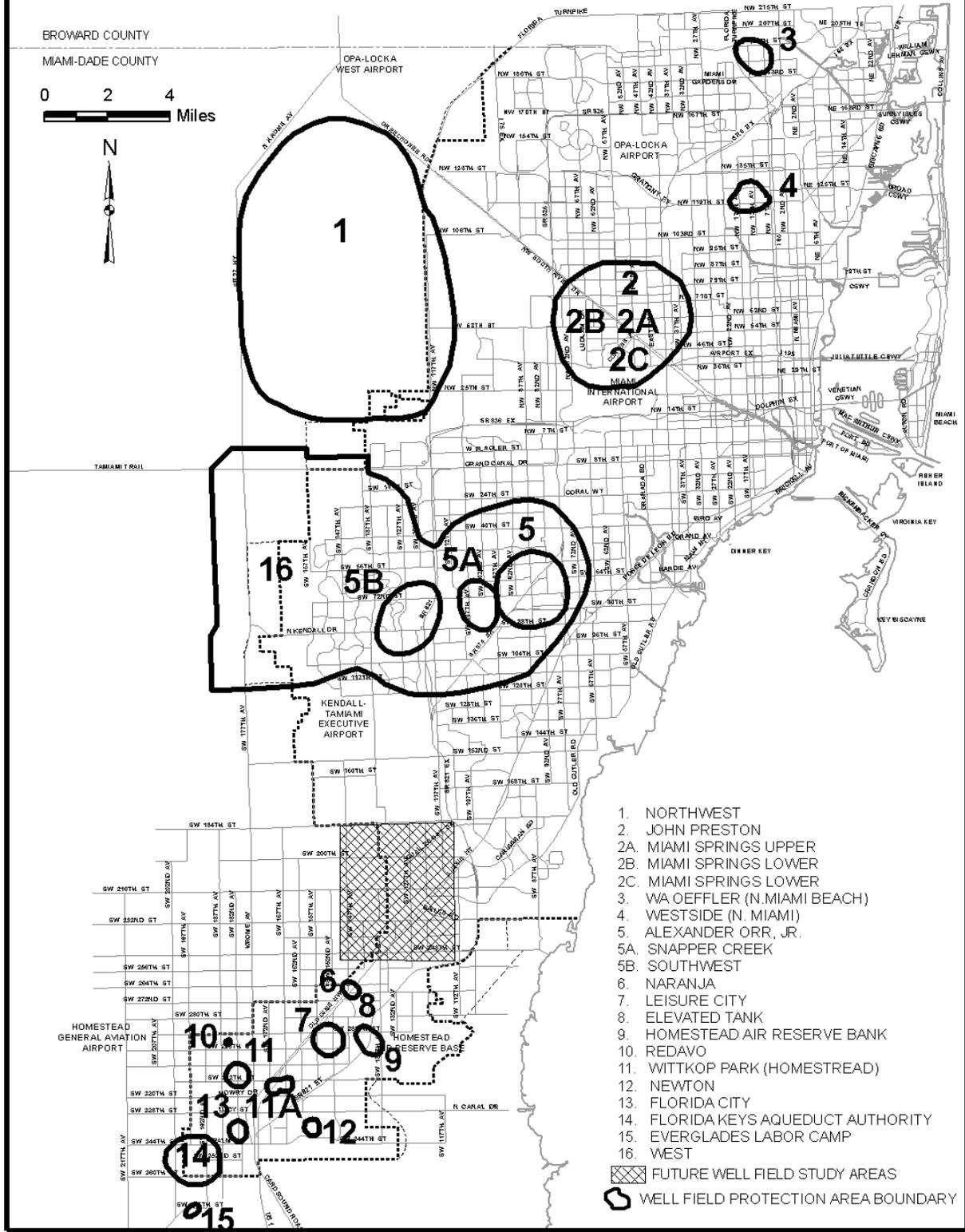


Table 2-1
Urban Wellfield Land Use Restrictions and
Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES						
	100'	10 Day	30 Day	100 Day	210 Day	Avg. Day	Max. Day
RESIDENTIAL USES SERVED BY SEWERS	P	2.4 Units/Acre	4.6 Units/Acre	NR	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	Req.	Req.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration Only	Infiltration & seepage only	Infiltration, seepage or over flow outfall		NR	NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		R	NR
RESIDENTIAL LAND USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	R	NR
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	NR	NR
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR	NR
NON-RESIDENTIAL USES SERVED BY SEWERS	P	R	R	NR	NR	NR	NR
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	R	R
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P	NR
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P	P

P=Prohibited NR=Not Restricted Req.=Required R=Restricted

Table 2-2
Northwest and West Wellfield Protection Area Land Use Restrictions and
Prohibitions for New Construction

ACTIVITY	PROTECTION ZONES					
	100'	10 Day	30 Day	100 Day	210 Day	Max. Day
RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	R	R	R	R	NR
RESIDENTIAL AND NON-RESIDENTIAL USES SERVED BY SEWERS	P	2.4/Acre	4.6/Acre	NR	NR	NR
STRINGENT SEWER CONSTRUCTION CRITERIA	Req.	Req.	Req.	Req.	Req.	Req.
STORMWATER DISPOSAL	P	Infiltration	Infiltration & Seepage	Infiltration, seepage or overflow outfall		NR
ROCKMINING	P	P	P	40 ft. max depth or 30 day travel time buffer, land dedication, security required		NR
NON-RESIDENTIAL USES HANDLING HAZARDOUS MATERIALS	P	P	P	P	P	P
EXISTING USES HANDLING HAZ. MAT. MUST REDUCE RISK UPON EXPANSION	Req.	Req.	Req.	Req.	Req.	Req.
BU-3 AND IU ZONING	P	P	P	P	P	P
NON-RESIDENTIAL USES SERVED BY SEPTIC TANKS	P	P	P	P	P	P
UNDERGROUND STORAGE TANKS FOR HAZARDOUS MATERIALS	P	P	P	P	P	P
PIPELINES TRANSPORTING HAZARDOUS MATERIALS	P	P	P	P	P	P
LIQUID WASTE STORAGE, TREATMENT OR DISPOSAL METHODS OTHER THAN SEPTIC TANKS & PUBLIC SANITARY SEWERS	P	P	P	P	P	P
RESOURCE RECOVERY AND MANAGEMENT FACILITIES	P	P	P	P	P	P
P=Prohibited NR=Not Restricted Req.=Required R=Restricted						

On December 5, 1995, the Board of County Commissioners adopted a revised Landscape Ordinance as Chapter 18A of the County Code, and on February 6, 1996 adopted a Landscape Manual, per Resolution R-90-96. The Landscape Ordinance applies countywide to both unincorporated areas and municipalities. All new development must meet the standards of this code. The purpose of the Landscape Manual is to illustrate the standards adopted in the

Ordinance and provide recommendations for landscaping, including xeriscaping with native species to conserve water and reduce the potential for invasive exotic plants to threaten natural areas. Prohibited and controlled exotic pest plants are addressed through the permitting process by the Department of Planning and Zoning.

Historic and Archaeological Sites

Miami-Dade County contains a significant number of historic and archaeological sites and zones under both municipal and County jurisdictions. These sites and zones are identified for their significance and preserved when merited because they represent distinctive elements of the County's cultural, social, economic, political, scientific, religious, prehistoric and architectural history. The Miami-Dade County Office of Historic Preservation performs site reviews for historical and archaeological elements for properties located countywide. Within the county, a number of properties containing exceptional historical and archaeological elements are designated by the County's Historic Preservation Board for their unique attributes. Once designated, County Ordinance 81.13 (Chapter 16A-1 et seq.), the Historic Preservation Ordinance, requires that Certificates to Dig and Certificates of Appropriateness are required prior to any site work. Designated properties may also be eligible for certain local, state or federal tax incentives for approved restoration, renovation or rehabilitation work. Federal grants may be available for certain designated sites.

Emergency Management

South Florida, including Miami-Dade County, is highly vulnerable to severe tropical storms and hurricanes. (See Figure 2-5 for Hurricane Evacuation Areas.) Upon making landfall on August 24, 1992, Hurricane Andrew caused tremendous physical, emotional, and economic damage to Miami-Dade County. In order to reduce the risk of major storms to lives and property in the future, the County reviews proposed development to determine if property lies within hurricane evacuation zones and storm surge areas. Proximity to evacuation routes is also noted for high-risk coastal areas.

Existing and Planned Land Use Patterns

Among the considerations addressed in evaluating individual Applications to amend the CDMP Land Use Plan (LUP) map are the relationships of the requested use to the immediate surroundings and to the broad area of the County in which the application is located. The relative merit of the requested use is also evaluated in comparison to the currently planned use.

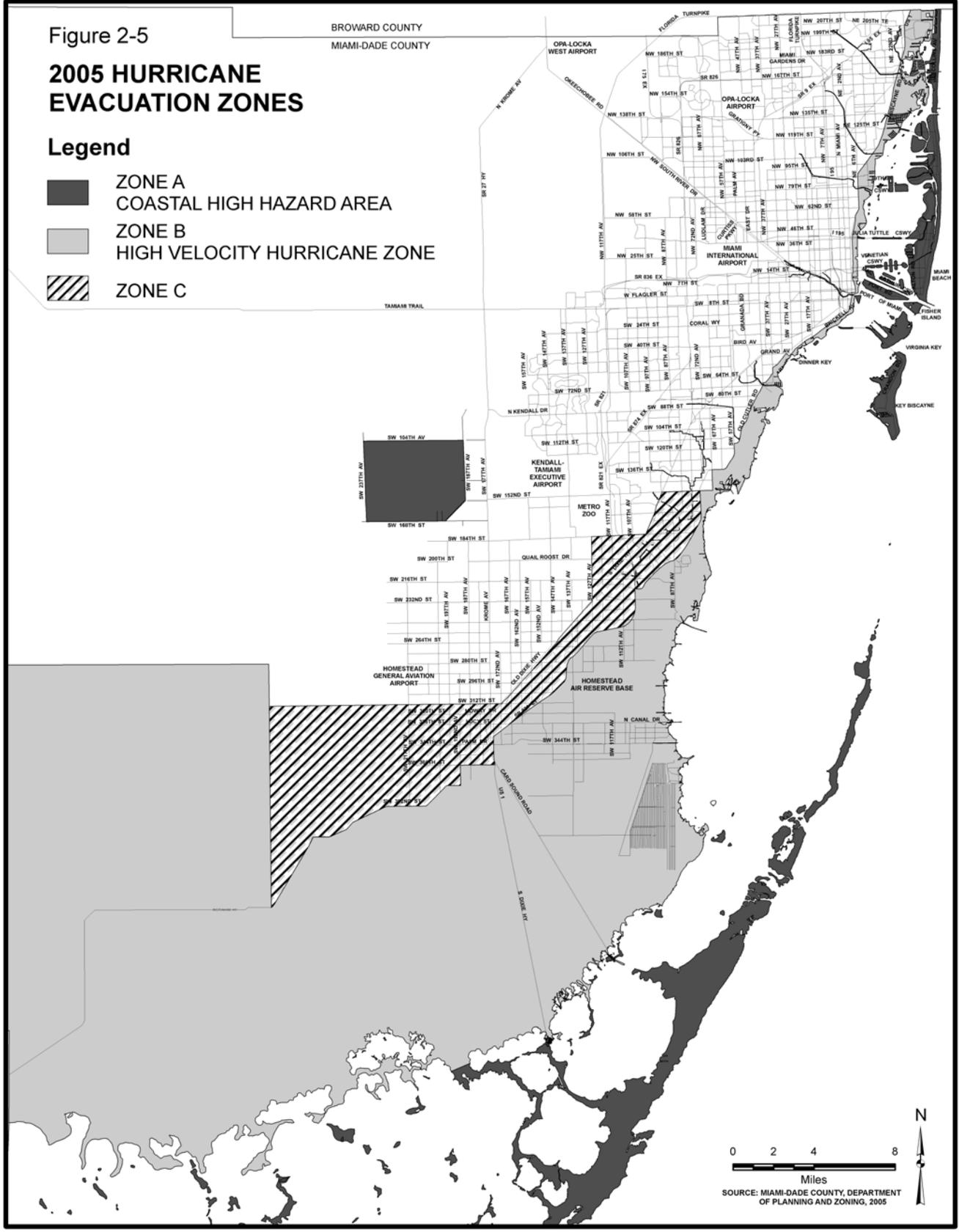
Within the study area appendices in this report, a location map is provided which identifies the boundaries of the study area, the location of the applications within the study area, significant political boundaries, the planned Urban Development Boundary (UDB), and planned Urban Expansion Area (UEA) boundaries, where applicable. Following a description of the environmental characteristics of the study area, a map is presented which depicts the generalized pattern of existing land use in the entire study area. The study area location map and map of study-area existing land use map provide a broad perspective of the nature and extent of existing

Figure 2-5

2005 HURRICANE EVACUATION ZONES

Legend

-  ZONE A
COASTAL HIGH HAZARD AREA
-  ZONE B
HIGH VELOCITY HURRICANE ZONE
-  ZONE C



development in a large area surrounding the application sites. A map also presents the currently adopted CDMP Land Use Plan for the study area.

Most maps in the study area appendix which present information on public services, facilities and other conditions immediately around the application sites depict less than the entire study area. However, all empirical data presented for the study area pertain to the whole study area within the boundaries identified in the Location map presented at the beginning of the study area chapter. This is because the study area is an aggregation of census tracts and Minor Statistical Areas (Figure 2-2) for which planning data are available. Data are also presented for larger areas called Planning Analysis Tiers (Figure 2-3), which provide a broad perspective necessary for purposes of metropolitan areawide planning. In some instances, tabular information addressing a service may include a facility that serves the study area but is located outside of it. Where this occurs, it will be noted in the table and text.

Population Projections

Population projections are fundamental to the land needs analysis, both for the entire County and for subareas. The population projections used in this analysis are those presented in the Adopted 2003 Evaluation and Appraisal Report, released in June 2003. These projections are used as the basis for projecting housing demand.

Housing Projections

The population projections were converted to housing demand projections by applying Census 2000 vacancy rates and household size figures to the projected population. The Census 2000 vacancy rates were left unchanged over time, but the household size figures were inflated slightly from 2.84 persons-per-household in 2000 to 2.9 persons-per-household in 2030. The projections show a sustained demand for housing through 2025, ranging from about 11,300 dwelling units per year from 2003 through 2010, to 10,600 a year in the 2020 to 2025 period.

Residential Land

The total residential capacity of the County is the sum of existing units in 2005 and an estimate of new units that can be built on vacant, residentially zoned or designated land. There was no attempt to estimate the redevelopment potential of inner city areas except for those areas in close proximity to transit stations along the Metrorail line and the South Dade Busway (four Urban Centers). There was no provision made for new capacity arising from the demolition of existing housing units.

There was provision made for additional capacity in four areas where substantial redevelopment is under way. These areas are

- 1.1 – The Sunny Isles Beach Area (+ 2,871 units)
- 4.6 – The Midtown Miami Area (+1,159 units)
- 4.7 – The Downtown Miami and Omni Area (+3,000 units)
- 5.2 – The Brickell Area, Coral Way, and North Grove Area (+3,000 units)

The first component of residential capacity is year 2005 existing housing units. This was derived from Census 2000 housing counts plus estimated new units constructed in the 2000 to 2004 period from the Property Appraiser's Real Property File. This file was accessed in May 2005, when most new 2004 residential units would be included.

The second component of residential capacity (the available capacity) is the estimate of the number of new housing units that can be built on vacant developable land within the Urban Development Boundary. The available capacity figures from the Department's land use file are a 2004 data set. These figures were updated through May 2005 using the Real Time Development Data file, derived from impact fee payment records maintained by the Department. Further adjustments were made to reflect recent planning decisions that resulted in additional capacity in the Doral area (+8,682 units), near Metrozoo (+1,200 units), and in Minor Statistical Area 3.1 1,000 units were subtracted to account for a recent change in land use designations. The year 2005 available residential capacity within the Urban Development Boundary was 150,330 housing units after an allowance (3 percent) was made for land that will not be developed. This capacity was 28,526 units (18 percent) less than the capacity figures used in the previous (April 2004) amendment cycle.

Countywide Supply and Demand

Table 2-3 compares the projected demand and the supply of land for urban residential development Countywide. This is an aggregation of studies done in the 32 Minor Statistical Areas (MSAs) across the County. Gross capacity was reduced by 3 percent to reflect the fact that even in mature urban residential areas in Miami-Dade County, approximately 3 percent of the land base typically remains undeveloped.

It is important to note that the residential development capacity of vacant land within the Urban Development Boundary is not fixed. It is established and reestablished by the planning and zoning activities of the County and municipal governments.

The estimated Countywide capacity in 2005 was 150,330 units. The projected demand for housing is 12,372 units per year in the 2005 through 2010 period, 10,313 units per year in the 2010-2015, and about 11,180 units per year in the 2015-2025 period. These figures reflect the projected net increase in units required. New construction will be higher because housing will also be required to replace units that are demolished or converted to other uses. These replacement units generally do not result in net increases of any significance, and it is assumed that these can be accommodated by redevelopment of currently developed land.

In the year 2018 the remaining residential capacity of vacant land within the current Urban Development Boundary is projected to be depleted. The single-family supply is projected to be exhausted in 2010; the multi-family beyond the year 2025. The single-family capacity is smaller than the multi-family, and the projected demand for single-family units is much higher than that for multi-family.

Table 2-3
Residential Land Supply/Demand
Miami-Dade County Total, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Structure Type		
	Single Family	Multi-Family	Both Types
Capacity in 2005	48,741	101,589	150,330
Demand in 2005-2010	8,992	3,380	12,372
Capacity in 2010	3,781	84,689	88,470
Demand 2010-2015	7,501	2,812	10,313
Capacity in 2015	0	70,629	36,905
Demand 2015-2020	8,123	3,057	11,180
Capacity in 2020	0	55,344	0
Demand 2020-2025	8,426	2,756	11,182
Capacity in 2025	0	41,564	0
Depletion Year	2010	>2025	2018

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2005.

Supply and Demand Within Tiers of the County

Tables 2-4, 2-5, 2-6, and 2-7 present supply and demand data for four tiers and for the eastern and western portions of these areas. These areas are called "Planning Analysis Tiers" and span the County from north to south -- North Miami-Dade, North-Central, South-Central, and South Miami-Dade.

In general, the undeveloped residential land supply patterns are similar to those seen in previous years. There was an increase in the multifamily residential capacity of land in the eastern halves of the tiers and a decline in single-family capacity. It is important to note that for the purpose of the tier-specific supply/demand analyses, each tier is treated independently. Thus, if the supply of a housing type is exhausted in a particular tier, it is not assumed that the demand will shift to another tier in the County. It is not possible to project where housing demand might surge if the supply of land in a single tier is exhausted. That is why it would appear that the remaining capacity for the sum of the individual tiers in the year 2025 is higher than the Countywide figure.

Table 2-4

Residential Land Supply/Demand
North Miami-Dade Tier, 2005 to 2025

<u>Analysis Done Separately</u> for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.1			North Miami-Dade Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2005	2,172	12,665	14,837	1,239	6,471	7,710	3,411	19,136	22,547
Demand 2005-2010	1,062	780	1,842	1,186	367	1,553	2,248	1,147	3,359
Capacity in 2010	0	8,765	5,627	0	4,636	0	0	13,401	5,572
Demand 2010-2015	621	429	1,050	875	270	1,145	1,496	699	2,195
Capacity in 2015	0	6,620	377	0	3,286	0	0	9,906	0
Demand 2015-2020	630	411	1,041	53	17	70	683	428	1,111
Capacity in 2020	0	4,565	0	0	3,201	0	0	7,766	0
Demand 2020-2025	23	16	39	0	0	0	23	16	39
Capacity in 2025	0	2,880	0	0	2,741	0	0	5,621	0
Depletion Year	2007	>2025	2015	2006	>2025	2009	2006	>2025	2012

Note: Residential capacity is expressed in terms of housing units as of January in each year. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2005.

The North Tier has sufficient capacity to accommodate projected demand through the year 2012. The single-family supply is projected to be exhausted during 2006, whereas the multifamily supply is depleted beyond 2025. Depletion year is set to >2025 when capacity remains, but there is no demand projected. The projected demand for housing is higher in the eastern half where the capacity is also higher. The capacity there is projected to be used up by 2015. In the western half the projected depletion year is 2009.

The North Central Tier has sufficient capacity to accommodate projected demand through the year 2022. The single-family supply is projected to be exhausted by 2008, whereas the multifamily supply is depleted beyond the year 2025. The projected demand for housing is higher in the eastern half, but the capacity there is also higher and the land is projected to be used up by 2021. In the western half the projected depletion year is beyond the year 2025.

Table 2-5

Residential Land Supply/Demand

North Central Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	Eastern Part			Western Part -- MSA 3.2			North Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2003	3,111	28,988	32,099	3,815	9,935	13,750	6,926	38,923	45,849
Demand 2003-2010	908	945	1,853	943	294	1,237	1,851	1,239	3,090
Capacity in 2010	0	24,263	22,834	0	8,465	7,565	0	32,728	30,399
Demand 2010-2015	926	923	1,849	738	231	969	1,664	1,154	2,818
Capacity in 2015	0	19,648	13,589	0	7,310	2,720	0	26,958	16,309
Demand 2015-2020	1,136	888	2,024	82	25	107	1,218	913	2,131
Capacity in 2020	0	15,208	3,469	0	7,185	2,185	0	22,938	5,654
Demand 2020-2025	1,430	778	2,208	0	0	0	1,430	778	2,208
Capacity in 2025	0	11,318	0	0	7,185	2,185	0	18,503	0
Depletion Year	2008	>2025	2021	2009	>2025	>2025	2008	>2025	2022

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

Table 2-6

Residential Land Supply/Demand
South Central Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of Turnpike			West of Turnpike			South Central Total		
	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types	Single Family	Multi- Family	Both Types
Capacity in 2003	1,982	17,667	19,649	7,221	1,453	8,674	9,203	19,120	28,323
Demand 2003-2010	812	329	1,141	2,498	299	2,797	3,310	628	3,938
Capacity in 2010	0	16,022	13,944	0	0	0	0	15,980	8,633
Demand 2010-2015	818	341	1,159	1,772	215	1,987	2,590	556	3,146
Capacity in 2015	0	14,317	8,149	0	0	0	0	13,200	0
Demand 2015-2020	1,401	677	2,078	464	60	524	1,865	737	2,602
Capacity in 2020	0	10,932	0	0	0	0	0	9,515	0
Demand 2020-2025	1,274	684	1,958	0	0	0	1,274	684	1,958
Capacity in 2025	0	7,512	0	0	0	0	0	6,095	0
Depletion Year	2007	>2025	2018	2007	2009	2008	2007	>2025	2012

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

The South Central Tier has sufficient capacity to accommodate projected demand through the year 2012. The single-family supply is projected to be exhausted by 2007, whereas the multi-family supply is depleted beyond 2025. The projected demand for housing is higher in the western half and the capacity there is lower. This capacity is projected to be used by 2008. In the eastern half, the projected depletion year is 2018.

Table 2-7
Residential Land Supply/Demand
South Dade Tier, 2005 to 2025

Analysis Done Separately for Each Type, i.e. No Shifting of Demand between Single & Multifamily Type	Subtier								
	East of US-1			West of US-1			South Miami-Dade Total		
	Single	Multi-	Both	Single	Multi-	Both	Single	Multi-	Both
	Family	Family	Types	Family	Family	Types	Family	Family	Types
Capacity in 2003	21,470	23,526	44,996	7,430	818	8,248	28,900	24,344	53,244
Demand 2003-2010	1,217	325	1,542	366	41	407	1,583	366	1,949
Capacity in 2010	15,385	21,901	37,286	5,600	613	6,213	20,985	22,514	43,499
Demand 2010-2015	1,324	354	1,678	427	49	476	1,751	403	2,154
Capacity in 2015	8,765	20,131	28,896	3,465	368	3,833	12,230	20,499	32,729
Demand 2015-2020	2,967	790	3,757	1,390	189	1,579	4,357	979	5,336
Capacity in 2020	0	16,181	10,111	0	0	0	0	15,604	6,049
Demand 2020-2025	3,815	1,001	4,816	1,884	277	2,161	5,699	1,278	6,977
Capacity in 2025	0	11,176	0	0	0	0	0	9,214	0
Depletion Year	2017	>2025	2022	2017	2016	2017	2017	>2025	2020

Source: Miami-Dade County Department of Planning and Zoning, Research Section, 2004.

Note: Residential capacity is expressed in terms of housing units. Projected housing demand is an annual average figure derived from 2004 updated population projections.

The South Tier has sufficient capacity to accommodate projected demand to the year 2020, more than the other three tiers. The large capacity for single-family units is depleted in 2017, and multifamily capacity extends to beyond 2025. The projected demand for housing increases from 1,949 units per year in the 2005-2010 period to about 7,000 units a year in the 2020 to 2025 period. This is about 60 percent of the projected demand for the entire County and is a reflection of the availability of residential land for development in South Miami-Dade. The demand is higher in the eastern half where the capacity is also larger.

Commercial, Office and Industrial Land Needs

The Department's most recent assessment of commercial and industrial land availability is presented below. This will provide the reader with a picture of the existing land use character and development rates throughout the County for these types of uses.

The adequacy of the Plan's existing capacities to accommodate projected commercial and office development is evaluated both on a countywide basis, and for smaller areas of the County, namely the Planning Analysis Tiers and Minor Statistical Areas (MSAs). Absorption tables are presented for Commercial and Office and Industrial land.

Projected Commercial and Industrial Land Supply and Demand

The Research Section of the Department of Planning and Zoning has conducted an inventory (2004) of the supply, and assessed the use of land for industrial and commercial development in Miami-Dade County to determine whether it can sustain projected commercial and industrial demand through the years 2015 and 2025. Following are estimates and projections of commercial and industrial absorption in Miami-Dade County.

Commercial Land

The first step in deriving countywide control totals was to obtain existing commercial acreage, commercial employment, and total population for the years 1994, 1998, 2000, 2001, and 2003. Secondly, a linear regression was run with commercial acres being the dependent variable and commercial employment and population as the independent variable. The regression coefficient was then applied to independently projected population and commercial employment to arrive at projected commercial land.

The next step consisted in the allocation of projected countywide demand for commercial land to each MSA. To obtain the MSA's share of the countywide demand for commercial land, the following procedures were followed: The annual change in in-use commercial land for the 1994-2003, 1998-2003, 2000-2003, 2001-2003, and 2003-2004 periods was calculated. Then the average of these 5 periods, by MSA, was computed. If the average was negative, the MSA's share was put as zero. Next, the growth in population from 2004 to 2025, for each MSA, was calculated. The final step involved averaging the annual growth in commercial land and the population growth for each MSA. This was done to better take into account the historical demand for commercial land and the projected growth in population by MSA and represents a refinement of the method as previously applied. Lastly, the countywide demand was distributed proportionately to the MSA's share of the total average growth (average of historical growth in "in-use" commercial land and projected population growth) for all MSAs. The end result is an annual absorption rate for the 2004-2025 period.

Table 2-8 presents countywide projections of commercial land absorption. For purposes of this analysis, the only vacant land considered to be commercial supply is land that is specifically zoned for business, professional office, office park, or designated "Business and Office" on the CDMP Land Use Plan (LUP) map. While vacant industrially zoned or designated land may be and often is used for commercial use, particularly office development but including retail uses

such as hotels and restaurants, for purposes of this analysis none was included in the commercial land supply.

The first four columns of Table 2-8 summarize the result of applying the method described. Countywide, the 3,378.9 acres of vacant commercially zoned or designated land available in 2004 would be depleted in the year 2025, at the average annual absorption rate of 159.98 acres. However, the projected depletion year varies from Tier to Tier. No Tier will deplete its supply before 2015. Individual MSAs reveal more variability. MSAs 1.1, 4.3, 4.6, 5.1, 5.2, 5.3, 5.4, 5.6, 5.8, 6.1, 7.2, and 7.6 all will have depleted their supply of commercial land before 2015.

At this point, it is necessary to point out that the projected year of depletion provides only one indication of the areas of the County where additional land for commercial use may be warranted. However, it cannot be concluded that land for commercial use should automatically be added in the specific MSAs where the numbers indicate depletion before the year 2015. Because of the dual purposes of commercial land use, the land allocation process and planning for future land availability are more complex than the case of residential or industrial land use.

It is worth noting that by redeveloping or adding additional uses to existing sites, the existing supply would accommodate significant growth. A second consideration is that some commercial uses are “population serving” and should be distributed throughout the community with consideration for convenience to the residential population, while some commercial uses can be categorized as “export” uses which may be better located in areas having good transportation access to larger areas, and where other similar or complementary uses can agglomerate into commercial or employment centers. In this regard, “export” oriented commercial centers - like regional centers, industrial centers, and transportation facilities - can help give structure to the urban pattern and comprehensive planning should foster this.

In an effort to gauge what is an appropriate amount of commercial land to be allocated to “population serving” commercial uses, the ratio of commercial acres per 1,000 persons by MSA, Tier, and countywide was analyzed. The final two columns of Table 2-8 indicate commercial acres per 1,000 persons for each MSA, Tier and the countywide average. The countywide ratio for 2015 is projected to be 6.2 acres per 1,000 persons declining to 5.5 per 1,000 persons by the year 2025 if no industrial land is used and no further supply is added. While 6.2 acres per 1,000 persons is the County average, this includes regional centers, racetracks, commercial stadiums and other such commercial uses. If a local area registers a commercial land/population ratio below average, it does not necessarily indicate an undesirable condition. However, those MSAs or Tiers showing ratios significantly below the Tier or Countywide ratio should warrant closer review to determine whether the commercial needs of the area’s population would be adequately met.

Table 2-8
Projected Absorption of Commercial Land
Miami-Dade County, Florida 2004 – 2025

Tier and Minor Statistical Area	Vacant	Commercial Acres	Avg. Annual	Projected Year of Depletion	Commercial Acres per Thousand Persons	
	Commercial Land 2004 (Acres)	Acres in Use 2004 (Acres)	Absorption Rate 2003-2025 (Acres)		2015	2025
<u>North Tier</u>						
1.1	7.0	66.9	0.67	2014	3.2	3.0
2.1	103.9	1070.4	3.94	2025+	6.4	6.2
2.2	62.2	236.0	0.71	2025+	5.6	5.4
2.3	363.2	582.5	0.94	2025+	10.4	10.1
2.4	58.0	542.9	1.32	2025+	7.0	6.7
3.1	<u>216.2</u>	<u>839.6</u>	<u>14.74</u>	<u>2019</u>	<u>4.1</u>	<u>4.0</u>
Total	810.5	3,338.3	22.32	2025+	5.9	5.8
<u>North Central Tier</u>						
1.3	11.8	250.8	0.95	2016	2.2	2.2
3.2	429.3	1506.8	17.18	2025+	11.6	11.5
4.1	47.4	388.4	0.57	2025+	4.9	4.7
4.2	109.5	454.3	2.43	2025+	6.7	5.6
4.3	23.1	899.4	4.08	2010	7.3	6.8
4.4	1.9	70.2	0.15	2017	4.3	4.2
4.5	49.9	191.9	0.00	2025+	--	--
4.6	14.2	337.1	4.28	2007	6.5	5.5
4.7	69.1	343.5	5.41	2017	7.2	6.1
5.1	<u>9.5</u>	<u>574.9</u>	<u>0.95</u>	<u>2014</u>	<u>4.4</u>	<u>4.4</u>
Total	765.7	5,017.3	36.00	2025	6.8	6.4
<u>South-Central Tier</u>						
1.2	1.4	95.4	0.00	2025+	8.2	8.2
5.2	13.6	249.0	3.23	2008	3.9	3.0
5.3	19.6	612.5	2.29	2013	4.9	4.5
5.4	9.6	569.9	1.41	2011	5.5	5.5
5.5	28.8	539.9	2.31	2016	6.3	5.7
5.6	3.4	242.3	0.73	2009	6.7	6.2
5.7	19.7	256.4	0.60	2025+	9.3	8.7
5.8	19.6	103.7	4.44	2008	3.2	2.8
6.1	148.6	445.2	15.02	2014	2.8	2.7
6.2	<u>370.4</u>	<u>408.0</u>	<u>9.55</u>	<u>2025+</u>	<u>4.5</u>	<u>4.5</u>
Total	634.7	3,522.3	39.58	2020	4.6	4.4
<u>South Tier</u>						
7.1	118.3	304.8	5.83	2024	7.1	4.6
7.2	48.2	176.9	16.47	2007	4.4	3.1
7.3	200.3	203.6	3.22	2025+	10.6	6.8
7.4	438.4	262.2	13.95	2025+	9.1	5.1
7.5	362.8	428.5	17.52	2025	27.2	12.2
7.6	<u>0.0</u>	<u>0.0</u>	<u>5.09</u>	<u>2004</u>	<u>0.0</u>	<u>0.0</u>
Total	1,168.0	1,376.0	62.08	2023	9.7	5.7
Grand Total	3,378.9	13,382.0	159.98	2025	6.2	5.5

-- Insignificant population.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, July 2005.

Where both measures – projected commercial land depletion year and the commercial acres per 1,000 population ratio – indicate a future need for additional commercial land, it is probable that this need will become apparent during the projection period if no additional land is designated on the LUP map for Commercial or Office use. Thus, both the vacancy condition and the adequacy of the commercial land to population ratio need to be considered when determining locations where additional commercial land should or need not be added.

Another factor that must be considered is the existence of vacant industrial land. There has been a continuing pattern in which there is much crossover in the use of industrial land for commercial purposes. In March 2005, the Research Section of the Planning and Zoning Department completed a study analyzing the demand and supply of vacant industrial land. In the study, all vacant industrial land in 1994 was identified. Next, these parcels were examined in 2003 to determine what actually occurred to them over this time period. The data showed that 16.9 percent of all industrial designated vacant land was in industrial use nine years later, while 23 percent was in non-industrial uses and 60 percent remained vacant. Even in those MSAs that experienced the highest growth in industrial land use, it was found that significant amounts of the industrially designated land has been converted to non-industrial uses. It is highly probable that as land for commercial and/or residential uses is depleted, the conversion of industrial land will also increase.² An earlier study utilizing a sample of 5,600 acres and employing data going back to 1985 thru 2000 found that in the latter year, 39 percent of vacant industrial land was in industrial use or still designated for industry. The other 61 percent was either changed to a designation other than industrial or actually put to another use.

In addition to the traditional depletion analysis, a new procedure was added to analyze the adequacy of small-scale applications for commercial uses. The procedure is what is commonly known as a Trade Area analysis. It consists of drawing a radius (the size of the radius depends on the project’s size) around the proposed project and computing the population, in-use commercial acreage, and the vacant commercially zoned land inside its radius. Using guidelines developed by the Urban Land Institute, the feasibility of the proposed project (See Table 2-9) can be assessed.

Table 2-9
Population Required to Support Commercial Activity

Type	Gross Leasable Area	Minimum Population Support Required	Radius
Neighborhood	30,000-100,000	3,000-40,000	1 ½
Community	100,000-300,000	40,000-150,000	3-5
Regional	300,000+	150,000+	8-12

Source: Adopted from Urban Land Institute, 1985.

² Miami-Dade County Department of Planning and Zoning, Research Section, The Demand and Supply of Industrial Land in Miami-Dade County. (2005). p6.

Industrial Land

Table 2-10 presents countywide projections of industrial land absorption. The first step in projecting Miami-Dade County's future industrial land use was to develop control totals for countywide use of this type of land in each projection year. Historical land use data for 1994, 1998, 2000, 2001, and 2003 was divided by relevant employment data to obtain acre per employee ratios for each year. The average ratio was applied to industrial employment projections to obtain projected industrial land. Using historical land use data, the share of industrial land was projected and applied to the total for each projection year.

Before drawing conclusions from Table 2-10, the reader must consider the assumptions and methods used in developing the information presented, the high potential for cross-over among the land uses which may occur on industrially designated land, and the spatial distribution of uses and sites in the area. Much cross-over over can occur among business, office, and industrial uses, with commercial uses occurring in industrially designated land and, in particular, office developments occurring on land zoned or designated either for industrial use or for business use.

It is inappropriate to draw conclusions regarding the adequacy or inadequacy of supply in any individual MSA solely from the information provided in Table 2-10, as well as the projected supply and demand in a single MSA; it is necessary to consider all types of land supply and also land in adjoining MSAs.

In projecting future demand for industrial land, historical consumption data available for such land Countywide and in each MSA were used. On this basis, average consumption of industrial land during the periods 1994-2003, 1998-2003, 2000-2003, and 2001-2003 was used to project the annual absorption rate for the next twenty-one years. In MSAs where definitional or data compatibility issues are encountered, appropriate adjustments have been made. The demand for industrial land conversion through 2025 was calculated reflecting the foregoing time period.

Referring to Table 2-10, the situation with respect to industrial land supply/demand can be readily assessed. In the North Tier, MSA 1.1 has no industrial land available, but it is not considered an industrial area. Likewise, in the North-Central Tier, except MSAs 4.6 and 4.7, there appears to be no candidate for additional designations of industrial land. The MSAs in the South-Central Tier mostly have small or no amounts of industrial land, but correspondingly low absorption rates. In particular, MSA 1.2, 5.2, 5.5, 5.7, and 6.1 have no vacant industrial land available, but the areas exhibit low absorption rates. Thus, except MSAs 5.2, 5.5, and 5.6 no other MSA indicate a need for increasing the current supply. The large supply in MSA 6.2 can meet the needs in this Tier. Similarly, no MSA in the South Tier, except 7.6, shows deficient industrial land, and this far western MSA is unique in that it is almost totally outside the Urban Development Boundary, and is not a good industrial location. However, as mentioned in the section on commercial land, there is significant conversion of vacant industrially zoned land for other uses. If this conversion continues to increase, the depletion of industrial land will take place earlier than the projected date of 2029.

Table 2-10
 Projected Absorption of Industrial Land
 Miami-Dade County, Florida 2004 – 2025

Tier and Minor Statistical Area	Vacant Industrial Land 2004 (Acres)	Industrial Acres in Use 2004 (acres)	Avg. Annual Absorption Rate 2003-2025 (Acres)	Projected Year of Depletion
<u>North Tier</u>				
1.1	0.0	0.0	0.00	--
2.1	3.8	325.32	0.00	2025+
2.2	48.3	159.58	0.54	2016
2.3	99.5	35.18	1.48	2025+
2.4	161.3	1,407.10	9.40	2017
3.1	<u>743.9</u>	<u>962.30</u>	<u>9.74</u>	<u>2025+</u>
Total	1,056.8	2,889.48	21.16	2025+
<u>North Central Tier</u>				
1.3	0.4	6.89	0.02	2013
3.2	1,999.4	5,179.30	68.71	2022
4.1	9.9	155.91	0.0	--
4.2	80.1	738.65	1.59	2024
4.3	21.9	510.39	0.00	2025+
4.4	0.0	3.86	0.00	--
4.5	13.7	120.40	0.00	2025+
4.6	6.1	318.79	2.72	2006
4.7	12.4	204.06	2.20	2010
5.1	<u>6.5</u>	<u>53.00</u>	<u>0.07</u>	<u>2025+</u>
Total	2,150.4	7,291.25	75.31	2022
<u>South-Central Tier</u>				
1.2	0.0	0.0	0.00	--
5.2	0.0	6.17	0.02	--
5.3	21.1	70.23	0.00	2025+
5.4	6.9	136.07	0.00	2025+
5.5	0.0	101.04	0.12	--
5.6	0.2	13.08	0.20	2004
5.7	0.0	2.08	0.00	--
5.8	6.0	25.47	0.00	2025+
6.1	0.0	0.0	0.00	--
6.2	<u>510.0</u>	<u>391.60</u>	<u>10.94</u>	<u>2025+</u>
Total	544.2	736.40	11.28	2025+
<u>South Tier</u>				
7.1	10.7	25.59	0.00	2025+
7.2	250.1	246.33	2.17	2025+
7.3	80.5	113.53	0.91	2025+
7.4	184.5	16.67	0.27	2025+
7.5	355.2	108.79	0.73	2025+
7.6	<u>0.0</u>	<u>0.0</u>	<u>0.00</u>	<u>--</u>
Total	881.0	510.91	4.08	2025+
Grand Total	4,632.4	11,441.38	111.83	2029

-- Insignificant demand.

Source: Miami-Dade County Department of Planning & Zoning, Planning Division, Research Section, July 2005.

Services

The public services addressed in this section of the report are roadways, transit, water and sewer, solid waste, fire and rescue, parks and schools. Drainage is addressed in the Environmental Conditions section. Each of the services has been evaluated for current and future conditions within the Study Areas. The time horizons for the assessment of future conditions vary somewhat among the different services because of the variability in planning time frames used by the service agencies in their functional planning and programming of capital improvements. Applications were evaluated for the application's impact on the various services as compared with the impact of the currently planned use of the site, or the adequacy of existing and future service levels in meeting the demand generated by the application.

In accordance with state requirements, the CDMP now includes level of service (LOS) standards for roadways, transit, parks, water, sewer, solid waste, and stormwater drainage. These standards are used proactively by service and facility agencies as objectives to be met by their facility planning and service delivery programs. The County in its administration of the state-mandated service "concurrency" program also uses them reactively. The concurrency program mandates that development orders not be issued unless the necessary services are in place, or will be in place and operating at or above all adopted LOS, around the time the development will begin occupancy. In the evaluation of the merits or drawbacks of proposed amendments to the land use plan, each of the noted services is evaluated in terms of the adopted LOS standards using the most current information available.

Miami-Dade County's concurrency management procedures took effect in July 1989. The affected County service agencies have developed methods for determining LOS. The Department of Planning and Zoning (DP&Z) coordinates the administration and implementation of those methods. The methods used by DP&Z are parallel to those developed for concurrency regulatory determinations but are not identical in all cases. In some cases, concurrency review agencies are using relatively short-term time horizons for concurrency determinations because they are responding to immediate development permit requests and are interested in immediate conditions, or because a full update of a complex data base is not yet complete. Geographic sub-areas used for concurrency may not be identical to those used in this report for long-range Countywide planning. Consequently, the evaluations of LOS made for this report are not a substitute for official concurrency determinations. In keeping with the function of long-range comprehensive planning, this report endeavors to address anticipated long-range conditions.

The LOS conditions for stormwater drainage are discussed in conjunction with flood protection in the "Environmental Considerations" section of this chapter. The LOS conditions pertaining to each of the other services, and the methods that were used in developing the analysis for each Study Area, are described below.

A final note on services is that the CDMP is a body of broad policy adopted as a legislative, not regulatory, act of the Board of County Commissioners. The array of Plan elements and policies reflect consideration of a host of social and physical responsibilities of County government, including housing, economic growth, prudent environmental resource management, as well as service delivery policies and their fiscal implications. Accordingly, broad service implications

may be considered when evaluating proposals to amend the CDMP, in addition to whether or not a proposed Land Use Plan map amendment would meet LOS standards.

Roadways

Estimates of traffic conditions for each Study Area and Application Area were developed using standard transportation analysis methods. For each Study Area an analysis was performed to determine:

1. current traffic conditions within the Area (i.e. existing number of lanes and operating level of service);
2. projected roadway concurrency conditions (i.e. level of service considering reserved trips from approved developments and programmed roadway capacity improvements) with and without impact of the CDMP amendment applications; and
3. estimated impacts generated by each application, if approved, in terms of the number of potential peak-period trips projected for both the current CDMP land use designation and the proposed designation, and the difference.

Key sources of information used in conducting these analyses include the Transportation Element Adopted Components (May 1997 Edition as amended through April 12, 2001, Printed October 2001) and Support Components (April 1988); the Miami-Dade County Transportation Improvement Program, 2006 (June 2005); the Miami-Dade Transportation Plan Update to the Year 2030, Cost Feasible Plan (November 2004); and the most recent available traffic count data published monthly by the Miami-Dade County Public Works Department (MDCPW) and the Florida Department of Transportation (FDOT).

Level of Service

The roadway level of service (LOS) concept is applied nationwide as a qualitative assessment of the road user's perception of the quality of traffic flow, and, therefore, the degree of traffic congestion. The LOS is represented by one of the letters "A" through "F", with "A" generally representing the most favorable driving conditions and "F" representing the least favorable. The LOS reflects the quality of flow as measured by a scale of driver satisfaction. The definitions and measures of LOS reflect a national consensus of driver quality of flow. Measures of effectiveness such as average travel speed or volume to capacity ratio have been developed to approximate these qualitative representations quantitatively. The measures used by Miami-Dade County are described below.

The LOS standard adopted by the County requires that LOS conditions be measured during the "peak period". The peak period is defined in the Traffic Circulation Subelement of the CDMP as the average of the two highest consecutive hours of traffic volume during a weekday. Current peak period LOS conditions were measured based on FDOT's ART-TAB Model, which is designed to replicate the procedures of the 2000 Highway Capacity Manual Update prepared by the Federal Highway Administration. Many different roadway and traffic characteristics are taken into consideration when using this model in order to produce roadway segment specific

measures of LOS. A summary of the adopted long-term LOS standard for roadways in Miami-Dade County is shown in Table 2-11.

Non-FIHS Roadways						
Location	Transit Availability					
	No Transit Service	20 Min. Headway Transit Service Within 1/2 Mile	Extraordinary Transit Service (Commuter Rail or Express Bus)	Service		
Outside UDB	LOS D-State Minor Arterials LOS C-County Roads and State Principal Arterials					
Between UIA and UDB	LOS D (90% of Capacity); or LOS E on SUMAs (100% Capacity)	LOS E (100% of Capacity)	120% of Capacity			
Inside UIA	LOS E (100% of Capacity)	120% of Capacity	150% of Capacity			
FIHS Roadways						
FIHS Facility	Location					
	Outside UDB	Inside UDB	Roadways Parallel to Exclusive Transit Facilities	Inside Transportation Concurrency Management Areas	Constrained or Backlogged Roadways	
Limited Facilities	Access B	D [E]	D [E]	D [E]	Manage	
Controlled Facilities	Access B	D [E]	E	E	Manage	
NOTE: LOS inside of [brackets] applies to general use lanes only when exclusive through lanes exist.						

Source: Miami-Dade County Comprehensive Development Master Plan, May 1997, as amended.

Notes: Constrained FIHS facilities are roadways that FDOT has determined will not be expanded by the addition of two or more through lanes because of physical, environmental or policy constraints.

FIHS= Florida Intrastate Highway System

UIA= Urban Infill Area--Area east of, and including NW/SW 77 Avenue and SR 826 (Palmetto Expressway), excluding the City of Islandia, and excluding the area north of SR 826 and west of I-95.

UDB= Urban Development Boundary

SUMA= State Urban Minor Arterial

*Peak-period means the average of the two highest consecutive hours of traffic volume during a weekday.

Levels of service for the year 2015 were projected using a transportation planning computer model and are expressed as a volume-to-capacity ratio (v/c ratio), which is the ratio of the number of vehicles using the road to the road capacity. The 2015 v/c ratio model output is expressed using daily volumes. Roadways for the 2015 highway network are rated as follows:

V/C Ratio	Level of Service
0.70 or less	LOS B or better
0.71 to 0.80	LOS C
0.81 to 0.90	LOS D
0.91 to 1.0	LOS E
1.0 or greater	LOS F

Analysis Method and Assumptions

The Miami-Dade County Metropolitan Planning Organization (MPO) adopted the Miami-Dade County Year 2030 Transportation Plan, Cost Feasible Plan, in November 2004. The 2030 Plan was developed to guide federal, state, and local transportation expenditures through the 25-year period. Improvements and extensions to the transportation system throughout the County will be governed by this Plan. Significant transit improvement projects listed in the 2030 Cost Feasible Plan include: rapid transit facilities for the North (NW 27 Avenue) Corridor, Kendall (SW 88 Street) Corridor, Northeast (Biscayne Boulevard) Transit Corridor and Douglas Road (NW 37 Avenue) Corridor Light rail transit is planned for a downtown Miami to Miami Beach connection in the MacArthur Causeway corridor. One heavy rail extension is planned to the existing Metrorail system: the Earlington Heights Connection, from Earlington Heights Metrorail Station to the Miami Intermodal Center (MIC). Non-motorized facilities (on-road bicycle lanes, off-road greenways and trails, and sidewalks) are also included in the Cost Feasible Plan.

An interim year 2015 network was used to portray background traffic conditions within Study Area B, without considering the impacts of Application No. 7, based on the model outputs of the MPO's 2030 Transportation Plan. The transportation model used is called the Florida Standard Urban Transportation Modeling Structure (FSUTMS). The interim year 2015 highway network includes proposed Priorities I and II highway capacity improvements for both state and County roadways. These roadway improvements are anticipated to be completed by the year 2015.

It is important to note that the FSUTMS model used for these analyses is the best available tool for conducting these impact assessments. However, the model was designed for large-area analyses; it uses traffic analysis zones (TAZs) as the smallest geographic units; and it uses a schematic roadway network. Because of its schematic characteristics, it will not yield the same results, as would a site- or area-specific traffic model or impact analysis when evaluating specific development proposals.

The analysis also includes the estimated total PM peak hour trip generation impacts of each application. The land use designation requested for each application is the basis for estimating the number of peak hour trips that could be generated. This is then compared to the number of peak hour trips projected for a probable use consistent with the current CDMP land use designation of the subject property. The particular use chosen is based on the most recent use of the property, or if it is vacant, the most intense use allowed for each designation or the most likely use given the current development trend in the area. Trips generated by the proposed amendment applications are estimated from the trip generation rates published in the Institute of Transportation Engineers' Trip Generation, 7th Edition (2003).

A near-term trip distribution and traffic concurrency impact analysis is prepared for each application with the assistance of the Miami-Dade County Public Works Department. These analyses reveal any potential impacts the applications may have on near-term traffic conditions in the vicinity of the application areas, accounting for current traffic conditions, programmed near-term road improvements, and the calculated impact of other pending developments in the vicinity for which development orders have been issued. In some instances, an anticipated near term concurrency problem to be solved by Long Range Transportation Plan improvements would

be reported as well as satisfactory near-term conditions projected to deteriorate without regard for the requested CDMP amendment.

Transit Service

Transit service analyzes were conducted for each CDMP Application Area with assistance from Miami-Dade Transit (MDT). The current transit service characteristics of each route that travels through each Study Area are described. Transit service is measured in terms of route capacity, that is, service headways and seating capacity. The transit service characteristics attributed to each area are based on the distance the route travels through the Study Area.

Projected transit service improvements for the year 2010 are based on:

1. projections of the additional transit trips that would be generated from the growth of each Study Area;
2. characteristics of each CDMP amendment application;
3. Miami-Dade Transit's Service Planning Guidelines for transit vehicle loading;
4. planned improvements included in MDT's 2005 Five-Year Transit Development program (TDP); and
5. adopted CDMP Level of Service (LOS) standard for transit.

The adopted CDMP LOS standard for transit states that the minimum peak-hour mass transit LOS for areas within the Urban Development Boundary (UDB) which have a combined resident and work force population of more than 10,000 persons per square mile shall be provided with public transit service having 60-minute headways and an average route spacing of one mile provided that:

1. the average combined population and employment density along the corridor between the existing transit network and the area of expansion exceeds 4,000 per square mile, and the corridor is 0.5 miles on either side of any necessary new routes or route extensions to the area of expansion;
2. it is estimated that there is sufficient demand to warrant the service;
3. the service is economically feasible; and
4. the expansion of transit service into new areas is not provided at the detriment of existing or planned services in higher density areas with greater need.

Relevant transit related characteristics of applications are reported, such as proximity of each application area to existing or anticipated routes, and connections of said routes with Metrorail. Regarding the CDMP-adopted LOS standard and criteria outlined above, if the future impact of each Application in each Study Area is found to result in a combined population and employment of less than 10,000 persons per square mile, or the area already has transit service with minimum headways of 60 minutes and is projected to continue to have such service, no new transit service would be required to meet the transit LOS standard.

MDT annually updates its Five-Year Transit Development Program (TDP). This document analyzes existing transit network conditions and identifies short-term future transit needs. The currently adopted 2005 TDP addresses the 2006-2010 time frame. A Recommended Service Plan

(RSP) for 2010 has been developed to provide a guideline for replacement, expansion and improvement of the transit system. The RSP improvements are prioritized and assigned cost estimates for implementation.

Each study area is reviewed for planned transit improvements identified for implementation in the TDP based on projected needs. Descriptions of such improvements, as relevant to each study area, are provided along with cost estimates for implementation. Estimates of costs for service improvements were based on the entire route and then distributed according to the percentage of actual distance that each route traveled through a given Study Area.

Water and Sewer

Virtually all water and sewer service in Miami-Dade County is provided by either a municipal utility or the Miami-Dade Water and Sewer Department (WASD). Under long-standing County policy, water and sewer service is provided to developed areas within the year 2005 Urban Development Boundary (UDB) and is discouraged outside the UDB. WASD, the major utility in the County, operates regional water supply and sewage disposal systems which serve both incorporated and unincorporated areas. WASD's water treatment plants produce 87 percent of the County's public potable water supply. The regional sewage plants treat and dispose of over 99 percent of the wastewater treated by public utilities in the County. Programmed improvements to the WASD systems are ongoing in accordance with the Miami-Dade County Water Facilities Master Plan (2003), Wastewater Facilities Master Plan (2003), sanitary sewer Settlement Agreement with the Florida Department of Environmental Protection (FDEP), a First Partial Consent Decree and a Second Partial Final Consent Decree with the U.S. Environmental Protection Agency (EPA), and a Consent Order with the FDEP. Evaluation of sewer system capacity is based on criteria established in the first consent decree and may change after the Peak Flow Study that is required by the Second and Final Partial Consent Decree is completed in 2007.

In addition to WASD's regional system, fifteen municipalities are franchised to operate a water distribution system, and twelve municipalities to operate a sewage collection system within specified service areas. Within a franchised service area, the designated utility has the responsibility of providing service which meets the adopted Level Of Service (LOS) within the time frame of the Comprehensive Development Master Plan (CDMP).

Potable Water

The rated capacity, average daily flow, and maximum daily flow for municipal and WASD's water treatment plants are shown in Table 2-12. In addition, the Florida Keys Aqueduct Authority operates ten wells that provide potable water for the Florida Keys. These wells, located southwest of Florida City, have a 15.2 million gallons/day (mgd) average day and 17.4 mgd maximum day capacity.

Table 2-12
County and Municipal
Water Treatment Plant Capacity

Water Treatment Plant	Maximum Permitted Raw Water Withdrawal (mgd)	Permitted Treatment Capacity (mgd)	Average Plant Production (mgd) (1)	Maximum Plant Production (mgd) (1)	Treatment Capacity Available (mgd)	Treatment Capacity Percentage Available (2)
<u>COUNTY (WASD)</u>						
REGIONAL SYSTEM TOTAL (3)	452.7	442.7	335.5	389.4	53.3	12.0%
Hialeah/Preston	235.0*	225.0	158.2	188.6	36.4	16.2%
Alexander Orr	241.7**	217.7	175.3	200.8	16.9	7.8%
SO. DADE SYSTEM TOTAL	15.9	12.03	7.16	9.1	3.00	24.6%
Leisure City		6.48	2.79			
Newton		2.01	2.07			
Naranja		1.38	0.08			
Elevated Tank		1.44	0.76			
Everglades LC		0.72	0.68			
WASD TOTAL	468.6	454.7	340.7	398.5	56.2	12.4%
<u>MUNICIPAL</u>						
Florida City	3.6	2.70	2.74	3.41	-0.41	-13.67%
Homestead	15.2	14.11	9.76	11.50	2.62	18.5%
North Miami TOTAL	9.3	18.10	13.04	14.10	4.00	22.1%
Winson Plant		9.00	8.68	9.48		
WASD Delivery (4)		9.10	4.36			
North Miami Beach TOTAL	17.7	39.9	27.96	29.43	10.47	26.2%
Norwood-Oeffler		17.7	14.96	17.12		
WASD Delivery (4)		22.3	13.00			
MUNICIPAL TOTAL (5)	45.8	74.8	53.50	41.51	33.29	44.5%

(1) Production based on raw water for a 12-month period, ending May 31, 2005

(2) Percent Capacity Available is calculated as Treatment Capacity Available/Permitted Treatment Capacity.

(3) Maximum day for regional system is not sum of individual max. days, it is the actual combined max. day (since the individual max. days do not necessarily occur on the same day.)

(4) Treated potable water is purchased wholesale from WASD and combined with water produced by the municipal plants.

(5) Includes treatment plants and interconnections

*Maximum permitted withdrawal capacity is 235 mgd. 10 mgd allocated to ASR.

** Maximum permitted withdrawal capacity is 241.7 mgd. 24 mgd allocated to ASR.

Source: Water Treatment Plant Monthly Operation Reports submitted to Department of Environmental Resources Management, 2005.

Miami-Dade Water and Sewer Department, 2005.

Water LOS

The adopted level of service (LOS) standard for the potable water supply requires that all federal, state, and county primary water quality standards for potable water must be met; that countywide storage capacity for finished water shall be no less than 15 percent of the countywide average daily demand; that the regional system shall operate with a rated capacity no less than two percent above the maximum day flow for the preceding year and an average daily capacity 2 percent above the average daily per capita system demand for the preceding 5 years. In addition, the LOS standard mandates that water will be delivered to users at a pressure no less than 20

pounds per square inch (psi). Unless otherwise approved by the Miami-Dade Fire Department, minimum fire flows must be maintained for specified land uses as shown in Table 2-13. All public water systems are currently meeting the adopted LOS for potable water.

Table 2-13
Water Distribution
Level of Service Standard for Minimum Fire Flows

Land Use	Fire Flow Delivered at 20 PSI (gallons per minute)
Business and Industry	3,000
Hospitals, Schools	2,000
Multi-family Residential; Semiprofessional Offices	1,500
Single Family and Duplex; Residential on minimum lots of 7,500 square feet	750
Single Family Residential; Estate Density	500

Source: CDMP Adopted Components, Water, Sewer, and Solid Waste Element.

Status

The Hialeah-Preston Water Treatment complex serves the area north of Flagler Street and the Alexander Orr Water Treatment Plant serves the area south of Flagler Street. WASD's regional network of water mains currently runs from the Broward County line on the north to approximately SW 248 Street on the south. The network connects the regional plants to all of the municipal systems between these boundaries. South of SW 248 Street, the unincorporated area is served by the South Miami-Dade Water System, which consists of several small plants formerly operated by Rex Utilities.

In February 1999, the South Florida Water Management District (SFWMD) issued a new water use permit for the Hialeah-Preston Water Treatment complex increasing the average day allocation to 199.19 mgd and the maximum day allocation to 235 mgd. In February 2004, the WASD submitted an application to renew the Hialeah-Preston Water Use Permit to the existing allocation of 199.19 mgd and to modify the maximum day allocation from 235.04 mgd to a maximum month allocation of 7,050 million gallons, in accordance with new SFWMD regulations.

An issue being addressed by the County is the upgrading of the Alexander Orr Treatment Plant's permitted rated capacity. The facility is permitted to treat 217.7 mgd, but is pending completion of a new line between the chlorine contact tanks and the filters, and a plant performance demonstration.

In May 2004, the WASD submitted a request to the SFWMD to consolidate its three water use permits into a single permit. The consolidation request was made for a 20-year permit that included the permit application for Hialeah-Preston, the outstanding permit modification for the

Alexander Orr plant, and the active permit for the South Miami-Dade Water System. WASD is proceeding with the permit process of this application request.

In order to meet projected demands, the County began planning for a new potable water wellfield in western Miami-Dade County in the mid-1980s. At this time, the County has completed the West Wellfield, which includes three Biscayne Aquifer wells with a capacity to deliver 15 mgd and three upper Floridan Aquifer wells, drilled to about 1,700 feet. The upper Floridan Aquifer wells are used to inject freshwater from the Biscayne Aquifer during the wet season for recovery and use during the dry season, in a process called Aquifer Storage and Recovery (ASR). The water recovered from the ASR wells is blended with water from the Biscayne wells and sent to the plant for treatment. The ASR wells are currently under operational testing to determine the injection capacity and recovery efficiency. At the Southwest Wellfield, three Biscayne Aquifer wells have been constructed and two ASR wells have been completed and are awaiting operational testing approval, and a monitor well is being constructed. At the Northwest Wellfield, two ASR wells are expected to be constructed.

The need for increased raw water supply for the Alexander Orr Water Treatment Plant has implications that extend beyond the area currently served by this facility. The Hialeah-Preston Water Treatment Plant is limited in its ability to expand because of the lack of vacant land in its vicinity. This plant will be re-rated to 235 mgd. A new 13-mgd membrane water treatment plant is included in the WASD's Water Facilities Master Plan for 2012. However, based on current per capita use, it is estimated that the new plant will not be needed before 2025. The anticipated location for this plant will be on MDWASD property at the Northwest Wellfield. While WASD has improved interconnections between the southern and northern portions of the treated water distribution system now under construction, the same degree of interconnection is not feasible for the raw water system. In addition, master planning for the South Miami-Dade service area (formerly served by Rex Utilities) has resulted in a plan to construct a 20 mgd regional facility in southwest Miami-Dade near US 1 and SW 208 Street to serve the present South Miami-Dade service area and part of the Orr service area. The South Miami-Dade service area will cover approximately the unincorporated area south of SW 208 Street. According to this plan, three of the present South Miami-Dade service area wellfields and plants will be abandoned on the completion of the new regional facility. Three new wellfields will be constructed at Roberta Hunter Park, Caribbean Park, and the former South Miami Heights Water Treatment Plant. The wells anticipated for Rock Pit Park will be part of the Phase II construction of the plant. The new treatment plant and wellfields are projected to be in service by the beginning of 2009. The Newton and Everglades Labor Camp wellfields and plants will remain in service.

Water Resource Management

Allocation of water resources among environmental, agricultural and urban interests is a serious issue in South Florida. Miami-Dade County has initiated several programs aimed at water conservation and at evaluating alternative water resource technologies. WASD has implemented a water conservation program which includes: public education, the use of low-volume water-conserving fixtures in all new developments, prohibition of landscape irrigation between the hours of 9 AM and 5 PM, an inclined block rate structure, and, when necessary, reduced water pressure in the system to curtail use. WASD had established an aggressive program to reduce its "unaccounted for" water and is exploring several ways of implementing wastewater re-use. At

the present time 16.2 mgd of treated wastewater is used at the three regional sewage treatment plants instead of potable water, and a public access reuse project has been built at FIU North Campus that uses 95,000 gallons per day of treated wastewater for landscape irrigation purposes. WASD has completed construction of facilities to reduce potable water usage and to treat effluent to levels making it suitable for irrigation water at the North and South District wastewater treatment plants.

The County worked with the South Florida Water Management District (SFWMD) on a water supply plan for the Lower East Coast, which includes Palm Beach, Broward, Miami-Dade and Monroe Counties, and a plan for the Lake Belt area in northern Miami-Dade County. Water supply for urban and agricultural use in Miami-Dade County was analyzed in the context of the entire South Florida water management system. Several potential water management and water storage options were evaluated.

Wastewater

The County's adopted LOS standard for wastewater treatment and disposal requires that the regional wastewater treatment and disposal system operate with a capacity which is two percent above the average daily per capita flow for the preceding five years and a physical capacity of no less than the annual average daily sewer flow. The wastewater effluent must also meet all applicable federal, state, and county standards and all treatment plants must maintain the capacity to treat peak flows without overflow.

Status

WASD operates three regional wastewater treatment plants in the North, Central and South Districts. Because the system is interconnected, the service districts, shown in Figure 2-6, have flexible boundaries, and some flows from one district can be diverted to other plants in the system. In 2005-2006, the total WASD regional system capacity is 368 mgd, and the annual average daily flow treated at the three plants totaled 293.95 mgd, or 80 percent of the design capacity of the regional system. (See Table 2-14) There has been a significant reduction in average flow into the regional system as the result of extensive infiltration and inflow prevention work.

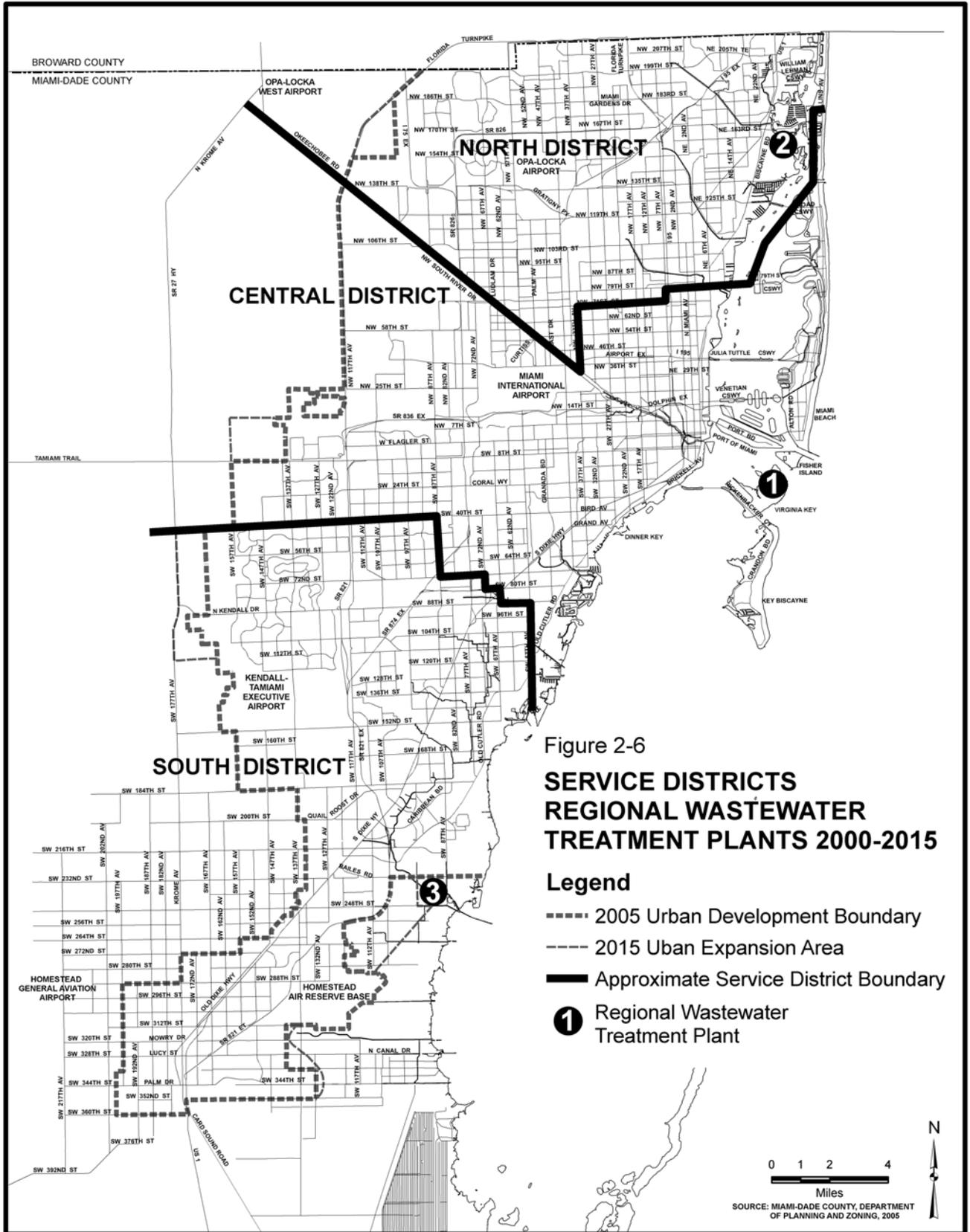


Figure 2-6
**SERVICE DISTRICTS
 REGIONAL WASTEWATER
 TREATMENT PLANTS 2000-2015**

Legend

- 2005 Urban Development Boundary
- 2015 Urban Expansion Area
- Approximate Service District Boundary
- ① Regional Wastewater Treatment Plant

Table 2-14
County and Municipal Wastewater Treatment Plant Capacity

Sewage Treatment Plant	Average Flow Design Capacity (mgd)	12 Month Average* (mgd)	Flow as Percent of Design Capacity	Long-Term Programmed Capacity (mgd)	Planned Capacity (mgd)	Effluent Disposal
MDWASD						
Central District WWTP	143.0	121.67	85%	143.0	143.0	Ocean Outfall
North District WWTP	112.5	76.95	68%	120.0	135.0	Ocean Outfall & Deep Well Injection
South District WWTP	112.5	95.33	85%	112.5	131.25	Deep Well Injection
Regional System Total	368.00	293.95	80%	375.5	409.25	
Municipal Plants Homestead	6.00	4.63	77%	6.00	6.00	Ponds & Trenches

* Twelve month period ending May 2005

Source: Department of Environmental Resources Management, 2005.
Miami-Dade Water and Sewer Department, 2005.

As the result of enforcement actions brought against Miami-Dade County by the State of Florida Department of Environmental Protection (FDEP) and the United States Environmental Protection Agency (EPA), Miami-Dade County agreed to construct more than \$1.169 billion worth of improvements to its wastewater treatment plants, transmission mains and sewage

Major improvements included construction of a new Biscayne Bay sewer line, a force main interceptor at Flagler Street, a South Miami-Dade transmission main and new mains in North Miami-Dade. The County is subject to fines of \$10,000 per day if it fails to complete the needed improvements on schedule. Construction of the Biscayne Bay sewer line was completed in August 1994.

Current Restrictions

Some of WASD's collection/transmission facilities have limited available capacity; consequently, approval of development orders which will generate additional wastewater flows are being evaluated by DERM on a case-by-case basis. Approvals are only granted if the application for any proposed development order is certified by DERM so as to be in compliance with the provisions and requirements of the Settlement Agreement between Miami-Dade County and the State of Florida Department of Environmental Protection and with the provisions of the Environmental Protection Agency Consent Decree. Furthermore, in light of the fact that the County's sanitary sewer system has limited sewer collection/transmission and treatment capacity, no new sewer service connections can be permitted until adequate capacity becomes available. Consequently, final development orders for new construction may not be granted unless adequate capacity in the sanitary sewer collection/transmission and treatment systems is

available at the point in time when the project will be contributing sewage to the system or if approval for alternative means of sewage disposal can be obtained. Use of an alternative means of sewage disposal shall be an interim measure, with connection to the public sanitary sewer system required upon availability of adequate collection/transmission and treatment capacity. Miami-Dade County has completed treatment plant expansion projects which will ultimately increase total treatment plant capacity to 375.5 mgd. A total of 851 wastewater transmission system projects, consisting of 630 pumping stations and 221 force mains, have been identified for compliance with the Consent Decree between the county and the Environmental Protection Agency. As of May 31, 2005, 781 projects have been completed, consisting of 581 pumping stations and 200 force mains.

Evaluation of Application Impacts

Although specific requirements under Chapter 24 of the Code of Miami-Dade County vary with land use, most new development in Miami-Dade County is required by Chapter 24 and CDMP policy to connect to the public water or sewer system, or to both. The timing of new development is heavily dependent on the availability of service connections. Where water and sewer lines do not exist and are not programmed, the necessary service connections may be provided by the developer. When construction is completed, the facilities are donated to the utility.

The proximity of an application to existing or programmed water and sewer lines is an important asset or constraint which can influence the feasibility of a site's development. For this reason, a map of major water and sewer lines and programmed improvements is presented for each of the Study Areas found in Chapter 1. In addition, the location of the nearest adequate water and sewer main connections is identified for each application area. The adequacy of available water and sewer service and capacity has been evaluated by DERM and WASD for each application.

In evaluating proposals to amend the Land Use Plan map, expected changes in water demand and wastewater generation which would result from the different land uses are estimated. This can be done only in a general way because each of the CDMP Land Use Plan map categories allows a variety of land uses to be approved. For example, the Industrial and Office category allows warehousing which creates little demand, office buildings and restaurants, and manufactures which could be large water users. When evaluating each proposed amendment, typical uses in the area are assumed.

The water and sewer narratives for each Study Area in Chapter 1 provide water and sewer details for those application sites within the area.

Solid Waste Management

The Miami-Dade Department of Solid Waste Management (DSWM) oversees the proper collection and disposal of solid waste generated in the County through direct operations, contractual arrangements and regulations. In addition, the Department directs the countywide effort to comply with State regulations concerning recycling, household hazardous waste management and closure/maintenance of solid waste sites no longer in use.

Collection Services

The DSWM provides collection services to residential units in the unincorporated service area and several municipalities. The Department also operates 13 Neighborhood Trash and Recycling Centers for the residents of the waste collection service area to drop off yard trash, bulky items, permitted landscapers for a fee and white goods.

Residents in sparsely developed areas of the County outside of the waste collection service area are responsible for either delivering their waste to a proper disposal site or for contracting with a private hauler for waste collection service. Although the County offers commercial collection services, most commercial and multi-family establishments throughout the incorporated and unincorporated portions of the County usually employ private haulers, and the Department manages the licensing of these entities.

The majority of municipalities either operate their own collection departments or contract with private haulers for single-family residential waste collection service. The Department does, however, provide waste collection service to municipalities of Aventura, Cutler Bay, Doral, Miami Gardens, Miami Lakes, Palmetto Bay, Pinecrest, Sunny Isles Beach, and Sweetwater.

Disposal System

The County maintains three major disposal sites including the Resources Recovery Facility, the South Miami-Dade Landfill, the North Miami-Dade landfill and three regional transfer stations at 18701 NE 6th Avenue, 1150 NW 20th Street, and 2900 SW 72nd Avenue where waste is received from County collections operations as well as municipal and licensed private haulers. The County also has contracts with private disposal facilities for disposal of a share of the County's disposal tonnage. The waste that is received is compacted and transported to disposal sites in larger vehicles, thus reducing the number of trips to the more remote disposal sites and enabling the County to coordinate waste deliveries in order to meet the tonnage commitments to its various disposal contractors. The Miami-Dade DSWM projects disposing of 2.074 million tons in FY 05-06.

The Resources Recovery Facility at 6990 NW 97th Avenue is projected to receive 1,241,000 tons of waste in FY 05-06. This facility includes a waste processing plant, an electrical generating facility, and related support structures to handle garbage and trash and to recover usable energy and materials for recycling. Incoming waste is separated on the basis of combustibility and then shredded. The combustible fraction is burned to generate high-pressure, super-heated steam that

runs turbine generators for the production of electricity. About 190,000 tons of recyclable material is currently being recovered from this facility annually.

The South Dade Landfill is located on a 230-acre site near Black Point. This facility has had limited specialized use since Hurricane Andrew. Currently, Cells 1 and 2 are closed, Cell 3 is being used, and Cell 4 has been constructed. Approximately 662,000 tons of waste is projected to be disposed of at this facility in FY 05-06. In total, South Dade provides approximately 7.6 million tons (currently permitted and future) of remaining disposal capacity.

The North Dade Landfill is located on a 268-acre site near the Broward County Line at NW 47th Avenue. Approximately 331,000 tons of trash is projected to be disposed of at this landfill during FY 05-06. There is approximately 2.5 million tons of additional disposal capacity remaining at this site.

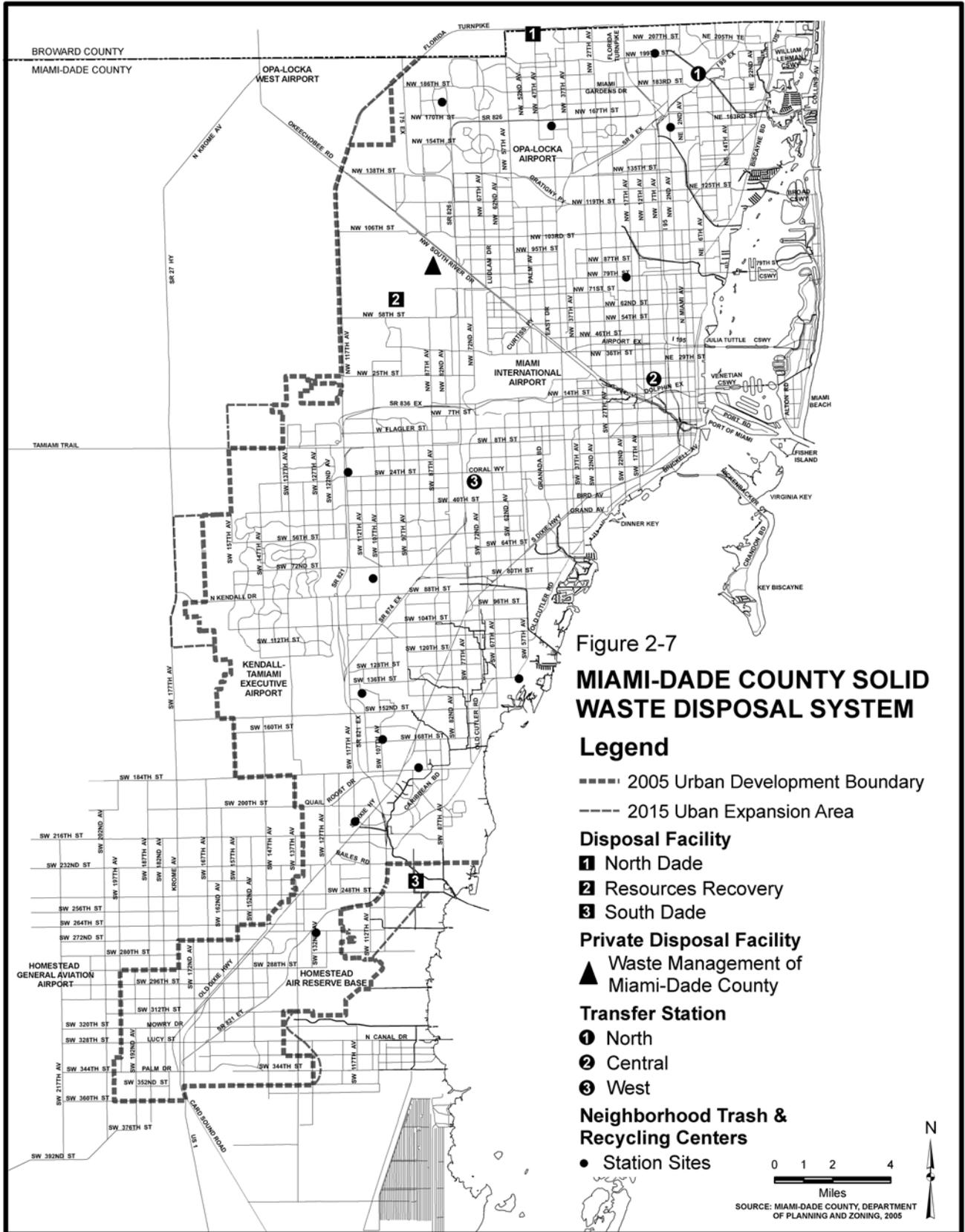
In addition to these County facilities, the County maintains a disposal service contract with Waste Management [100,000 to 500,000 tons per year (tpy) for 20 years with two five-year options to renew]. These arrangements allow for some flexibility in the amount delivered, permitting the County to maintain adequate capacity and meeting concurrency requirements even as demand varies.

Recycling

Curbside recycling for single-family residences in unincorporated Miami-Dade County was implemented in FY 90-91. The current contract with a private hauler expires in 2006. In addition, twelve area municipalities have elected to participate in this joint contract, bringing the current total households served to approximately 341,000. The DSWM also provides recycling services to nine municipalities as part of its waste collection service fee. Most of the remaining municipalities in Miami-Dade County offer recycling services to their residents either through municipal service or contracts with private haulers. Also, as of 1992, commercial and multi-family establishments are required by County ordinance to provide for a recycling program.

Level of Service Standard

The adopted level of service standard (LOS) for the County Solid Waste Management System is as follows: to maintain sufficient waste disposal capacity to accommodate waste flows committed to the System through long term contracts or interlocal agreements with municipalities and private waste haulers, and anticipated uncommitted waste flows, for a period of five years. At the present time, the DSWM is projecting remaining available capacity in excess of the five-year standard.



Fire Rescue

The Miami-Dade Fire Rescue Department (MDFR) provides emergency response and transport services, which encompass fire suppression, Advanced Life Support (ALS) and Basic Life Support (BLS) emergency medical services, hazardous materials mitigation, disaster management and other specialty services. MDFR provides daily 24-hour emergency response service to over 1.6 million residents, businesses and visitors through 108 rescue and suppression units strategically located in 59 fire-rescue stations within unincorporated Miami-Dade County and 30 municipalities.

During fiscal year 2005, MDFR responded to over 213,000 emergencies with 280,000 units being dispatched. MDFR completed 13,003 transports, equating to 33% of the 39,769 medical incidents responded to during the 3rd quarter of FY 2004-2005. This represents an 11% increase (4,152 transports) in the number of transports and a 2.5% increase in transports as a percentage of medical calls over those completed in the first three quarters of FY 2003-2004, respectively. MDFR has added 19 new units in the last five years, averaging four new units a year, or one per quarter. In the past two fiscal years, MDFR completed construction and/or major renovation of five stations either on schedule or ahead of schedule.

Service Level Factors

One of the most critical factors in any emergency incident is response time, which is measured from the time an alarm is received by 911 to the time the first unit arrives. Major variables affecting response time are station alarm activity and travel time from the station to the incident. The busier a local station, the less likely those units will be available to respond, increasing the probability that a unit from a surrounding station will be dispatched. As a result, travel time to the incident will likely be increased. Another major factor affecting travel time is location. The distance from a station, as well as poor, congested or discontinued roads will increase travel time. These factors adversely impact the travel time of the first arriving unit, as well as those of other units responding on multiple-unit assignments, such as structure fire alarms. In areas of intense land use, the location of stations should facilitate several units working in tandem. Furthermore, MDFR's vast territory, with over 60% of service area outside of the Urban Development Boundary (UDB), tends to exacerbate response times. The use of traffic calming devices such as barricades, speed bumps and lane narrowing obstructions also increases travel times.

To address the service level factors, MDFR uses key comparative data for future decision making in planning the direction of the department and growth in terms of additional units and services. Trends and historical information serve as the foundation for future implementation. In fiscal year 2005, MDFR began using the DECCAN Modeling System, a fire station location analysis computer software program which allows for retrieval of alternate deployment scenarios, identification of color-coded workload and response performance trends. The software allows for the establishments of parameters against defined target goals for service delivery as recommended by National Fire Protection Association (NFPA) standard 1710 and established by the Department. The DECCAN software was used to compile a five-year service plan and analyze long-term service delivery gaps based on projected residential population growth and

call volumes in planning for future units and services. Additionally, recent enhancements to the Computer Aided Dispatch (CAD) system allow for more automated dispatching of fire-rescue calls to the nearest available unit using Automated Vehicle Location (AVL) capabilities which will minimize service delivery gaps and thus reduce the response time of first units arriving to an emergency scene.

Based on the five year service plan, the DECCAN software, and the enhancements to the CAD system, MDRF, in its 2005-2006 Business Plan, is committed to reducing response time within and outside the UDB by opening new stations, placing additional units in service and routing fire rescue calls to the nearest available unit. Figures 2-8 and 2-9 illustrate travel times for fiscal year 2004-2005 to life-threatening emergencies and structure fires. It is projected that planned new stations and/or services and the enhance dispatch capability will improve travel times in those area that are currently above targeted travel times.

Service Enhancements

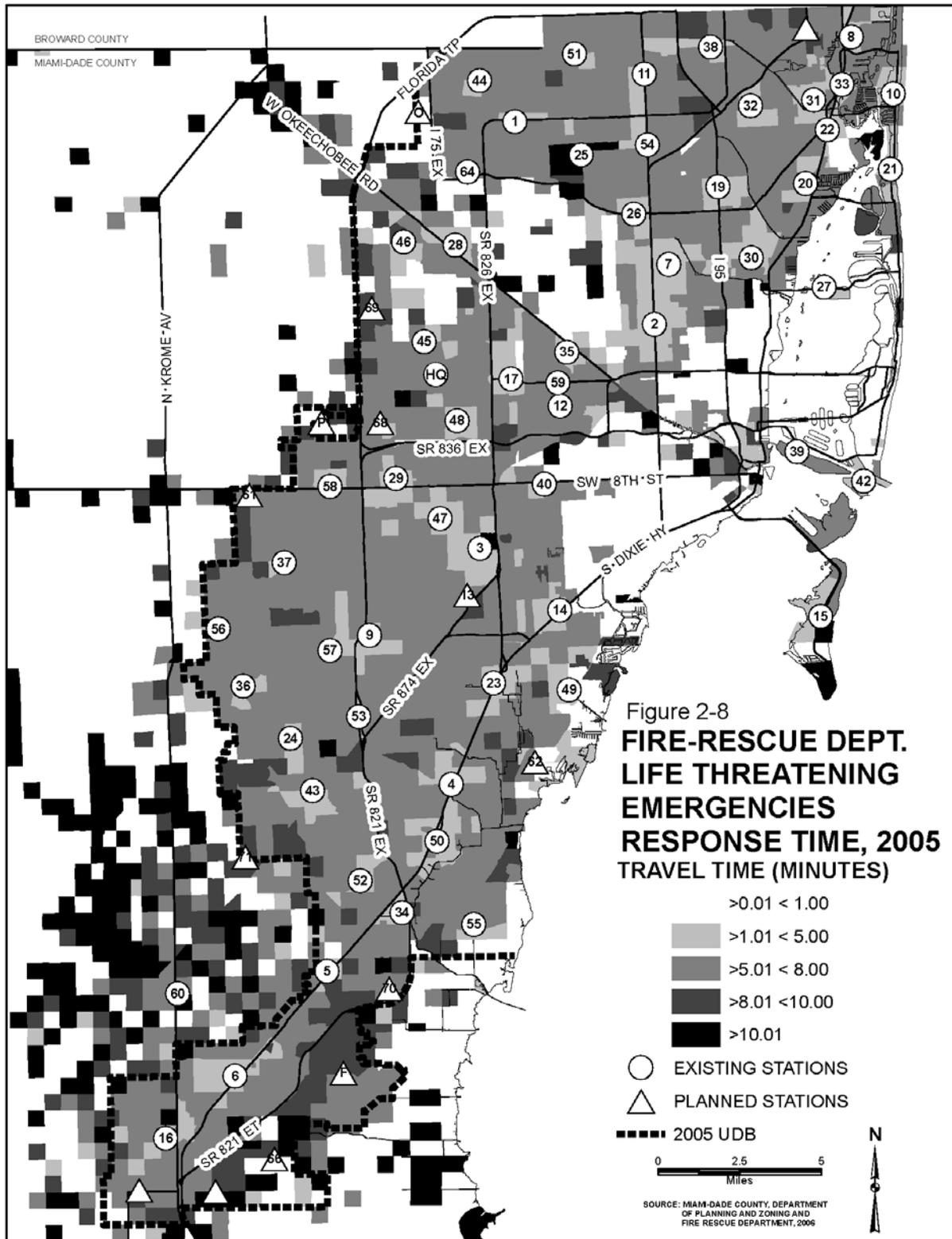
MDRF continues its aggressive expansion in meeting the service demands as a result of development and population growth within the Fire District.

During fiscal year 2004-2005, MDRF deployed two new ALS suppression units at existing Fountainbleau Station 48, and Honey Hill Station 51, and inaugurated Redland Station 60 with an ALS tanker. MDRF also added two rescue units to service the Highland Oaks and East Homestead areas pending construction of Stations 63 and 65 projected for fiscal year 2007. In fiscal year 2005, MDRF also enhanced the level of service by adding new rescue units to Palm Springs North Station 44 and newly constructed Tamiami Station 58.

MDRF continues to implement a plan to enhance rescue capabilities by annually upgrading Basic Life Support (BLS) suppression units to Advanced Life Support (ALS) suppression units staffed with two paramedics and two Emergency Medical Technicians and supplied with critical medical care equipment. These ALS units respond to both fires and life-threatening emergencies. By the end of fiscal year 2005, MDRF had 29 ALS suppression units in service with another 20 BLS suppression units awaiting upgrade.

In fiscal year 2005-2006, MDRF plans to add an ALS suppression unit at Station 15. An ALS suppression unit for the Trail Station 61 and a rescue unit for the Palm Glades/Naranja Station 70 will be in place by the end of fiscal year 2005-2006 and will be temporarily housed at Station 29 and Station 34 respectively. The construction of the Stations 61 and 70 are scheduled for completion in fiscal years 2006-2007 and 2007-2008.

MDRF has scheduled for completion the construction of Trail Station 61, Highland Oaks Station 63, Phase I, East Homestead Station 65, and Village of Homestead Station 66 in fiscal year 2006-2007. ALS Engine 61, temporarily located at Station 29, will be relocated to newly constructed Station 61. ALS Engine 63, temporarily located at Station 8, will be relocated to newly constructed Highland Oaks Station 63. Rescue unit 65, temporarily located at Station 16,



will be relocated to newly constructed Station 65. To enhance current level of service, additional suppression units will place in existing Aventura Stations 8 and West Kendall Station 57.

During fiscal year 2007-2008, MDFR has scheduled for completion the construction of the East Kendall Station 13, Arcola Station 67, Dolphin Station 68, Doral North Station 69, and Naranja (Palm Glades) Station 70. ALS engine 70, temporarily located at Station 34, will be relocated to newly constructed Station 70. To enhance level of service, an additional rescue unit will be placed in Station 61.

During fiscal year 2008-2009, MDFR will enhance current level of services by placing additional rescue units in Stations 17, 45, 55 and 60. During fiscal year 2009-2010 MDFR has planned the completion of Palmetto Bay Station 62, Phase II of Highland Oaks Station 63, Eureka Station 71, Florida City Station 72, and reconstruction of Sunny Isles Station 10. ALS Engine 62, temporarily located at Station 50, will be relocated to newly constructed Station 62 and Rescue unit 63, temporarily located at Station 22, will be relocated to Phase II of Highland Oaks Station 63. To enhance level of services, additional suppression units will be placed in Stations 10, 40, and 50. MDFR has planned the construction of Miami Lake North, Glades-Beacon Station and Homestead Air force Base Station during fiscal year 2010-2011.

Water Service for Fire Suppression

Another determinant of the adequacy of fire protection is the availability of sufficient water flow rates and pressures. Specific County requirements are contained in the CDMP's potable Water Level of Service (LOS) Standard and are codified in Sections 2-103.20 and 2-103.21 of the Miami-Dade County Code (see Table I of the Fire Flow Ordinance). In general, the greater the intensity of use, the higher the fire flow requirements. The fire flow requirements per Applications are discussed further.

Fire flow deficiencies per Area exist in scattered locations throughout the County, primarily residential areas predating the 1974 Fire Flow Ordinance that have not been redeveloped. MDFR is working with the Miami-Dade Water and Sewer Department in accessing fire flow throughout Miami-Dade County.

Parks And Recreation

Miami-Dade County residents benefit from a variety of parks offered by many different providers. Each provides a type of recreation and parkland, facilities and services that is consistent with the provider's policies and service population needs. Within Miami-Dade County, recreation and open spaces include federal parks and preserves, state parks and water conservation areas and County and municipal parks. In 2006, there are a total of 518 recreational facilities and open space areas, of which 21 are under federal and state jurisdiction, 259 parks are under County jurisdiction and 447 parks are under municipal jurisdiction. Total park acreage in Miami-Dade County includes 1,227,115 acres (see Table 2-15). Several County parks were lost due to conveyance of parks from incorporations in 2005.

Table 2-15 2006 Countywide Recreation & Open Space Totals								
Jurisdiction	Miami-Dade County		Municipal		State/ Federal		Total	
	Sites	Acres	Sites	Acres	Sites	Acres	Sites	Acres
TOTAL	259	12,511	447	4,059	22	1,213,738	728	1,230,308

Source: Miami-Dade County Park and Recreation Department, 2006

The Miami-Dade County Park and Recreation Department (PARD) provides recreation and parkland, facilities and services to Miami-Dade County in two primary ways. First, the PARD provides local recreation open space for Unincorporated Municipal Service Area (UMSA) residents who comprise about 55 percent of the County's population. Second, the County provides countywide recreation open space for both UMSA residents and residents of the other 34 municipal areas. Typically, the PARD does not provide local park services to municipal residents unless an intergovernmental agreement exists, and then such services would be limited.

PARD countywide parks are large and diverse and include such areas as beaches, natural area preserves, historic sites, and unique places such as Miami-Metrozoo. Local parks are commonly much smaller and in the form of neighborhood, community and district properties. At present, the PARD offers 74 countywide parks and 185 local parks. Additional local recreation open spaces available for public use also include recreation facilities within public schools, colleges, universities, as well as privately owned local recreation open spaces within homeowner association areas.

Annually the inventory of PARD recreation open space sites and acreage varies according to incorporations, land acquisitions and transfer of maintenance responsibility to other County departments or government entities.

The Miami-Dade County Park and Recreation Department operates and maintains a system of 12,511 acres of parkland that includes the two categories of countywide and local parks, as well as County-owned Environmentally Endangered Lands (EEL) that are adjacent or contiguous to PARD properties and managed as County parks. Countywide parks serve all residents and tourists, while local parks serve UMSA residents. Within these two general categories, County parks are further classified on the basis of their primary function, size, and degree of

facility/program development. The characteristics of the various classes of parks are summarized in Table 2-16.

Criteria	Countywide				Local				
	Metropolitan	Natural Area Preserves	Greenway	Special Activity	District	Single-purpose	Community	Neighbor-hood	Mini Park
Primary Orientation	Resource	Resource	Resource	Resource	User	User	User	User	User
Staff	Yes	Varies	No	Yes	Yes	Yes	Yes	No	No
Available Programs	Varies	Varies	No	Yes	Yes	Yes	Yes	No	No
Acres	Varies	Varies	Varies	Varies	200 +	Varies	20-100	1-10	½
Service Area	County-wide	County-wide	County-wide	County-wide	5 miles	3 miles	3.5 miles	1 mile	.5 mile

Source: (1) Miami-Dade Parks and Recreation Department, 2006
 (2) Miami-Dade Park and Recreation Areas- Summary of Park Classification, December 2006

Park Classifications

Countywide parks support the recreational needs of incorporated and unincorporated area residents and tourists that can only be accommodated within larger, resource-based parks. They serve large populations and draw users from great distances. Countywide parks provided by the County include Metropolitan Parks, Natural Area Preserves, Special Activity Areas, and Greenways.

Metropolitan Parks are large resource-oriented parks. Generally, these parks preserve valuable natural and historical resources while providing a broad mix of resource-dependent recreation opportunities. They typically include prominent water features. For example, Crandon Park provides numerous compatible recreational activities to park users, while at the same time preserving 343 acres of coastal wetland and 48 acres of coastal hammock as natural areas.

Natural Area Preserves are ecologically unique, resource-based parks that are only minimally improved with interpretive facilities and trails. Examples include Castellow Hammock Preserve, Nixon Smiley Pineland Preserve, and the R. Hardy Matheson Preserve.

Special Activity Areas vary greatly, but they typically are large and provide a unique recreational opportunity centered on a single theme. Miami-Metrozoo and Redland Fruit and Spice Park illustrate the diverse nature of Special Activity Areas.

Greenways are linear open spaces that provide a select range of recreation and conservation activities. Greenway parks include horse trails, bike paths, canoe trails, and conservation corridors that often link parks and other public facilities. Greenways are specialized recreational facilities that often include linear modes of transportation or a natural feature such as a trail, canal, or stream.

Table 2-17 2006 Countywide Recreation & Open Space Inventory						
Park Class	Miami-Dade County Sites	Miami-Dade County Acres	Other Govt. Sites	Other Govt. Acreage	Total Sites	Total Acres
National Parks	-	-	2	702,591	2	702,591
National Preserves	-	-	2	30,302	2	30,302
State Parks	-	-	3	1,619	4	1,619
State Conservation Areas	-	-	15	479,226	15	479,226
Metropolitan Parks	15	3,925	3	222	18	4,147
Natural Area Preserves	13	1,653	1	12	14	1,665
Special Activity	24	3,617	28	1,225	52	4,842
Greenways	22	122	3	-	25	122
TOTAL	74	9,318	57	1,215,197	131	1,224,514

Source: (1) Inventory of Recreation Open Spaces, Miami-Dade Park and Recreation Department, 2006
(2) Florida Department of Environmental Protection, Division of Park and Recreation, 2006

As shown in Table 20, 702,591 acres (57%) of the countywide recreational open space in Miami-Dade County is located within the boundaries of two national parks: Everglades National Park with 521,591 acres and Biscayne National Park with 181,000 acres. Federal and State Conservation Areas account for 509,528 acres (42%). State Parks and other state owned recreation areas account for 1,619 acres (<1%) of countywide parkland. County and municipal countywide parkland account for 9,318 acres (<1%).

Local Parks

Local parks are the County's functional equivalent of municipal parks and are designed to fulfill the specific recreational needs of unincorporated area residents. There are 185 local County parks totaling 3,393 acres that include District, Community, Single Purpose, Neighborhood and Mini-Parks. There are an additional 412 local parks totaling 2,600 acres of parkland in municipalities. Local parks have smaller service populations than countywide parks, drawing users principally from surrounding residential neighborhoods and communities.

Table 21 summarizes local parkland by park class, and differentiates between the total number of County-owned park acres and acres for other government agencies.

Park Class	Miami-Dade County Sites	Miami-Dade County Acres	Other Govt. Sites	Other Govt. Acres	Total Sites	Total Acres
District	7	1,531	3	896	10	2,427
Single Purpose	12	123	25	116	38	239
Community	53	1,044	124	1,138	177	2,182
Neighborhood	81	471	89	368	171	839.00
Mini-Parks	32	24	171	82	204	106
TOTAL	185	3,193	412	2,600	597	5,793

Source: Inventory of Local Recreation Open Spaces, Miami-Dade Park and Recreation Dept., 2006

District Parks are large-sized user-oriented parks that provide extensive recreational facilities and staffed recreational programs to UMMA residents living within many different communities. They also provide recreational facilities and programming to municipal residents. For example, Tropical Park offers swimming, picnicking, athletic fields, game courts, and supervised recreational programs to the residents living in west-central portions of the County.

Community Parks are medium-sized user-oriented parks that provide recreational facilities and staff programming to residents living within nearby communities. These parks focus on an aggregate of neighborhoods within a three and one-half mile radius of the park. Typically, community parks include a combination of active and passive areas, tot-lots, lighted athletic fields and game courts, and a staffed recreation building.

Single-Purpose Parks are smaller sized, user-oriented parks that provide single themed recreational facilities that meet the specific recreational needs of local residential communities. Tennis, boxing, and youth athletics are examples of the recreational opportunities provided at these parks. Unlike other County parks, single-purpose parks are sometimes operated by non-profit service organizations, and most include lighted facilities.

Neighborhood Parks are small-sized user-oriented parks that meet the recreational needs of individual neighborhoods, usually within one and one-half miles of the park. Most neighborhood parks are passive, un-staffed areas that typically include tot lots, multi-purpose courts, open playfields, and a picnic shelter. These facilities are generally open only during daylight hours since the facilities have no lighting.

Mini-parks are among the smallest parks, typically less than one-half acre, that provide a passive recreational setting for residents in various neighborhoods. The vast majority of mini-parks include tot-lots, walking and sitting areas, and open space. These facilities are unlit, walk-to type parks, and include a number of special taxing districts and common open spaces that are maintained by the Department.

Level of Service Standards

The County has adopted a Level of Service (LOS) standard of 2.75 acres of local recreation open space per 1,000 unincorporated area residents. Local recreation open spaces include: (1) County provided district, mini-, neighborhood, community, and single-purpose parks; (2) portions of County-provided countywide parks that function and are designated as local parks in the implementation of the Miami-Dade Service Concurrency Management Program; (3) portions of public school and public college playfields; and (4) 50 percent of the recreation open space provided at private developments in the unincorporated area. As of January 2006, there were 4,813.63 acres of local recreation open space, including 3,193.00 acres of local and designated portions of countywide parks, 1,388.62 acres of public school and public college playfields, and 232.01 acres of privately provided open space (Table 2-19).

As required by Chapter 163, Florida Statutes, and the Miami-Dade Service Concurrency Management Program, the Park and Recreation Department calculates the Level of Service provided in each of the County's three Park Benefit Districts (PBDs). Table 2-19 also summarizes the Level of Service conditions by Park Benefit District as of January 2006.

Park Benefit District	Unincorporated Population (1) Plus Permitted Development	Standard @ 2.75 Acres Per 1000 (Acres)	Public Park Acres (2)	School Acres (3)	Private Open Space Acres (4)	Total Recreation Open Space Acreage	Surplus (Deficit) Acres	Percent of Standard (%)
1	362,281	996.27	998	702.34	85.32	1,785.66	789.39	179
2	548,494	1,508.36	1,599	508.33	139.79	2,247.12	738.76	149
3	184,370	507.02	596	177.95	6.90.90	780.85	273.83	154
TOTAL	1,095,145	3,011.65	3,193	1,388.62	232.01	4,813.63	1,801.98	160

Source: (1) Miami Dade Department of Planning and Zoning, January 2006

(2) Miami-Dade County Park and Recreation Department, Planning and Research Division, January 2006

(3) Miami-Dade County School Board, Site Planning Department

(4) Private Open Space is one-half of total private acres.

The Park and Recreation Department also estimates the Year 2011 Level of Service. This estimate relies on acreage projections of: (1) local parks expected to be purchased through impact fees; (2) pending donations, covenants, and long-term lease agreements; (3) acquisitions funded by Safe Neighborhood Park and Quality Neighborhood Initiative Bond Programs; and (4) school playfield acquisition. Table 2-20 summarizes projected local recreation open space additions between the years 2006 to 2011.

Park Benefit District	Impact Fee Acquisitions (1) (Acres)	Covenanted Dedications (2) (Acres)	Bond Acquisition (Acres)	School Playfields (3) (Acres)	Projected Total Additions (Acres)
1	60.06	209.90	0	11	280.96
2	56.91	0	1	31	88.91
3	85.76	28.86	0	4	118.62
TOTAL	202.73	237.86	1	46	488.49

Notes: (1) Based on approved and projected residential development. Computed in accordance with the Park Impact Fee Ordinance No. 90-95

(2) Previously approved developer dedications.

(3) Based on School Board's 1995-2001 new construction plans, and State Department of Education for 1999-2001

Source: Miami-Dade County Park and Recreation Department, Planning and Research Division, 2006
Miami-Dade County School Board, Site Planning Department, 2006

Table 2-21 summarizes Years 2006-2011 Levels of Service. The estimates in the "Year 2011 Surplus/Deficit Acres" column in Table 24 shows that the County needs to continue to acquire more land in PBD 1 in order to accommodate the Year 2011 population if park impact fees, developer dedications, and new school playfields produce the acreage as estimated in Table 2-21. PBDs 2 and 3 will meet the needs of the projected Year 2011 population with surplus local recreation and open space acres.

Park Benefit District	Projected 2011 Unincorporated Population (1) Plus Permitted Development	2006 Total Recreation Open Space Acreage (2)	2006-2011 Public Park Land Acres Addition (2)	2005-2011 School Playfield Acres Addition (3)	2011 Total Local Open Space Acres	Standard @ 2.75 Acres Per 1,000 (Acres)	Year 2011 Surplus/ (Deficit) Acres	2011 Percent of Standard
1	694,186	1,785.62	269.96	11	2,066.62	1,909.01	157.61	108.25
2	763,625	2,247.12	56.91	31	2,335.03	2,099.97	235.06	111.19
3	264,976	780.85	58.01	4	842.86	728.68	114.18	115.66
TOTAL	1,722,787	4,813.63	238.76	46	5,244.51	4,737.66	506.85	335.10

Sources: (1) Miami-Dade County Department of Planning and Zoning, Research Section, July 2006

(2) Miami-Dade County Park and Recreation Department, Planning and Research Division, January 2006 – Park Ordinance (90-59), previously approved developer donations, and General Obligation Bond Acquisition: Safe Neighborhood Park Act of 1996.

(3) Miami-Dade County School Board, Site Planning Department, 2006.

Existing Plans

During FY 2005-2006, 33 acres of local recreation open space are projected to be acquired through Park Impact Fees, Safe Neighborhood Park Bond and Quality Neighborhood Initiative Bond, School Board acquisitions, and other means (see Table 2-22).

Table 2-22 2006-2007 Programmed Recreation Open Space Acquisitions			
Park Benefit District	2006-2006 Public Park Land Additions Acres (1)	2006-2007 School Playfield Additions Acres (2)	2006-2007 Total Combined Additions Acres
1	11	11	22
2	3	31	34
3	5	4	5
TOTAL	19	46	65

Source: Miami-Dade County Park and Recreation Department, Planning and Research Division, January 2006

(1) Based on Park Impact Fee Ordinance (90-59) and previously approved developer donations.

(2) Miami-Dade County School Board, Site Planning Department, 2006.

Note: No additional private open space acres are included.

Constraints

There are a number of constraints to the Park and Recreation Department's ability to adequately acquire, maintain and operate existing and proposed parks. These constraints include: 1) budget reductions that reduce staff's ability to manage and operate existing parks, much less new parks; 2) inadequate funding from bond and impact fees for the acquisition of neighborhood and community parks; and 3) the uncertainty of maintaining County-owned parks within areas considering incorporation.

Cumulative Impacts of Applications

Table 2-23 describes the cumulative total of all proposed amendments at the Park Benefit District level. If all applications within Park Benefit District 1 were to be approved, 12.14-acres of additional parkland would be needed to serve the increased population.

Within Park Benefit District 2, .81-acres of additional parkland would be needed to serve the increased population if all applications in this district were approved.

Park Benefit District 3 would not need additional park acres.

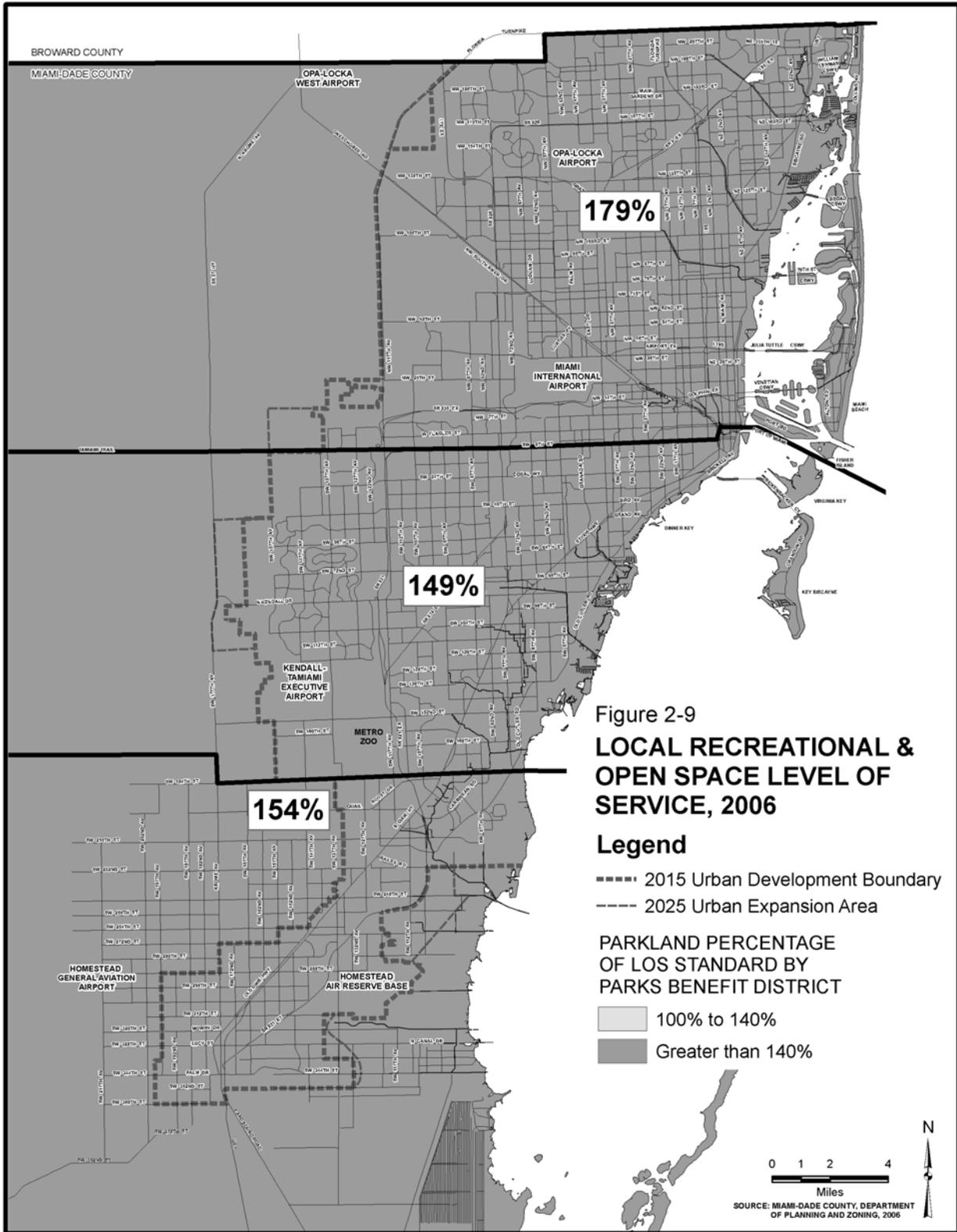
If the applications in all three Park Benefit Districts were approved, a total of 12.95 acres of parkland would be needed to serve the increased population.

Park Benefit Districts	Proposed Acreage Needed
PBD 1 Total	12.14
PBD 2 Total	0.811
PBD 3 Total	0
Total	12.95

Table 2-21 earlier indicated that at the present rate of population expansion, residential development and park land acquisition, in 2011 the County would be facing level of service surplus in Park Benefit District 1, 2, and 3. Finally, were all proposed applications approved, Table 2-24 describes the cumulative impacts to the level of service standard if offsetting land dedications or acquisitions do not take place.

Park Benefit District 1 is projected to move from a surplus of 157.61 acres to 169.75 acres, resulting in a 107.57% of level of service. Park Benefit District 2 is projected to move from a surplus of 235.06 acres to 235.87 acres, resulting in a 111.15% of level of service. Park Benefit District 3, with a surplus of 114.18 acres, is not projected to change and will maintain a 115.67% level of service.

Park Benefit District	2010 Projected Local Open Space Acres	Standard @ 2.75 Acres Per 1,000 (Acres)	Year 2010 Surplus/ (Deficit) Acres	2010 Percent of Standard	2005 Proposed Application Acreage Requirements	Year 2010 Surplus/ (Deficit) Acres including 2005 Proposed Applications	Year 2010 Percent of Standard including 2005 Proposed Applications
1	2,066.62	1,909.01	157.61	108.25%	12.14	169.75	107.57%
2	2,335.03	2,099.97	235.06	111.19%	0.811	235.87	111.15%
3	842.86	728.68	114.18	115.67%	0	114.18	115.67%
Total	5,244.51	4,737.66	506.85	110.70%	12.95	519.80	110.40%



Public Schools

Public schools were evaluated for existing conditions, and for projected conditions after the completion of the projects programmed under the Miami-Dade County School System's ongoing \$2.0 billion construction program. Almost half of these funds are derived from a \$980 million bond issue approved on March 8, 1988; the remaining \$1.02 billion represents projected revenues from other state and local sources.

Analysis Method

The adequacy of existing schools was evaluated based on October 2005 membership of each public school, the Florida Inventory of School Houses (FISH) design capacity, which includes permanent and relocatable (portables) student stations and the FISH percent rate. Optimally, the number of students enrolled at a particular school facility should not exceed the number of permanent student stations.

The Interlocal Agreement, between Miami-Dade County, the Cities of Miami-Dade County and the Miami-Dade County School Board for Public School Facility Planning (Interlocal Agreement), requires the reporting and reviewing of the individual applications based on FISH design capacity and percent rates. The Countywide and Planning Analysis Tiers School Facility Rates are reported using the FISH design capacity and percent rates.

According to figures provided by Miami-Dade County Public Schools, mainstream public school facilities had a total enrollment of 326,794 and a total FISH design capacity of 300,886 in October 2005, resulting in a system wide FISH capacity rate of 109 percent.

Existing Conditions Countywide

As stated above, in October 2005, there were 326,794 students attending Miami-Dade County's 293 mainstream public schools (this excludes charter schools).

The 206 elementary schools (including 15 primary learning centers and 10 K-8 centers) had an October 2005 membership of 161,436 and a FISH design capacity of 157,379 for a systemwide FISH percent rate of 102 percent. See Table 2-25 and Figure 2-10 for elementary school FISH percent rates.

The 54 middle schools had an October 2005 membership of 68,053 and a FISH design capacity of 62,089 or a systemwide FISH percent rate of 110 percent. See Table 2-25 and Figure 2-11 for middle school FISH percent rates.

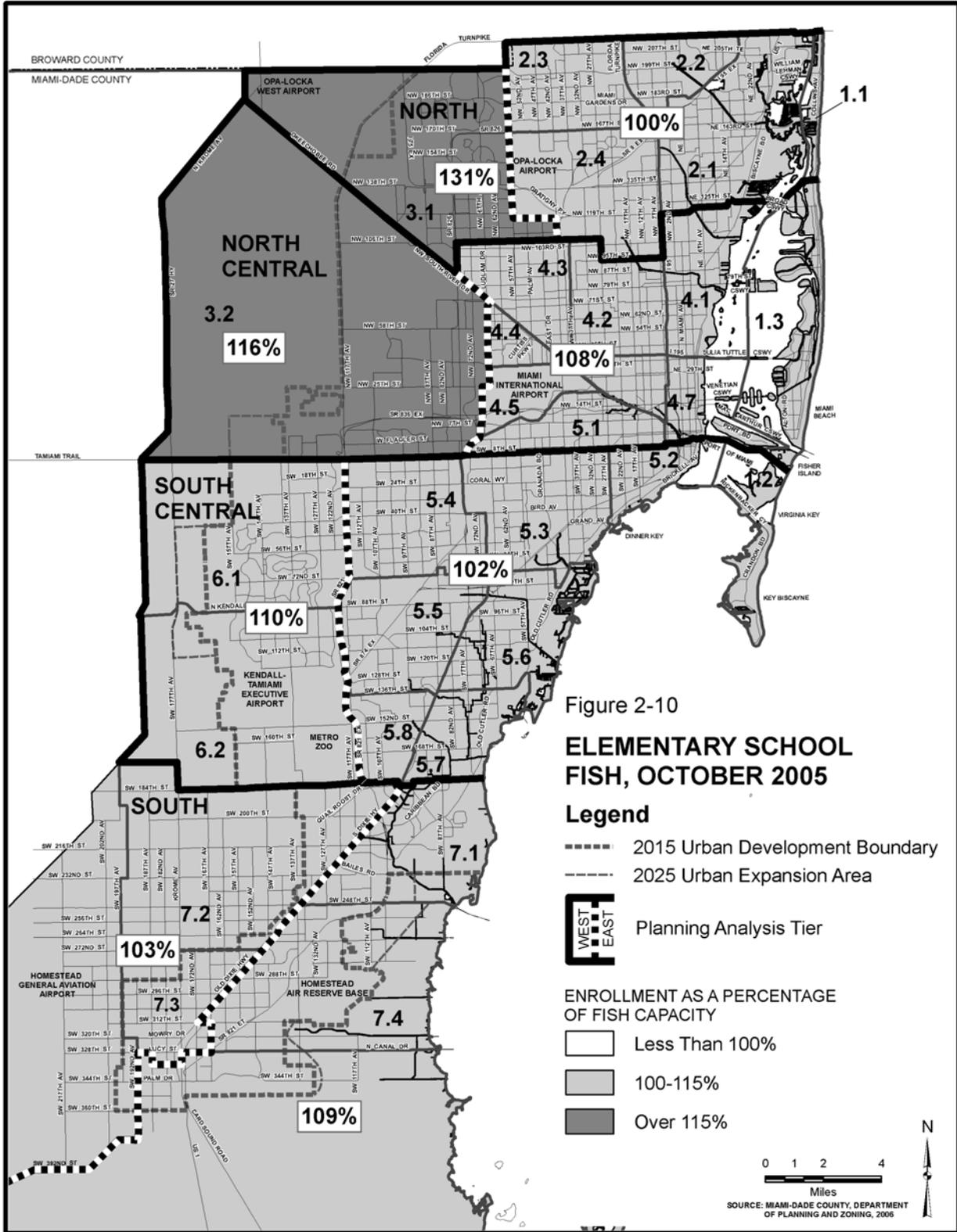
The 33 senior high schools had an October 2005 enrollment of 97,305 and a FISH design capacity of 81,418 resulting in a systemwide enhanced program utilization rate of 119 percent. See Table 2-25 and Figure 2-12 for senior high school percent rates. Among Miami-Dade County's 293 public schools, there is countywide student population of 326,794, a FISH design capacity of 300,886 and a FISH percent rate of 109 percent.

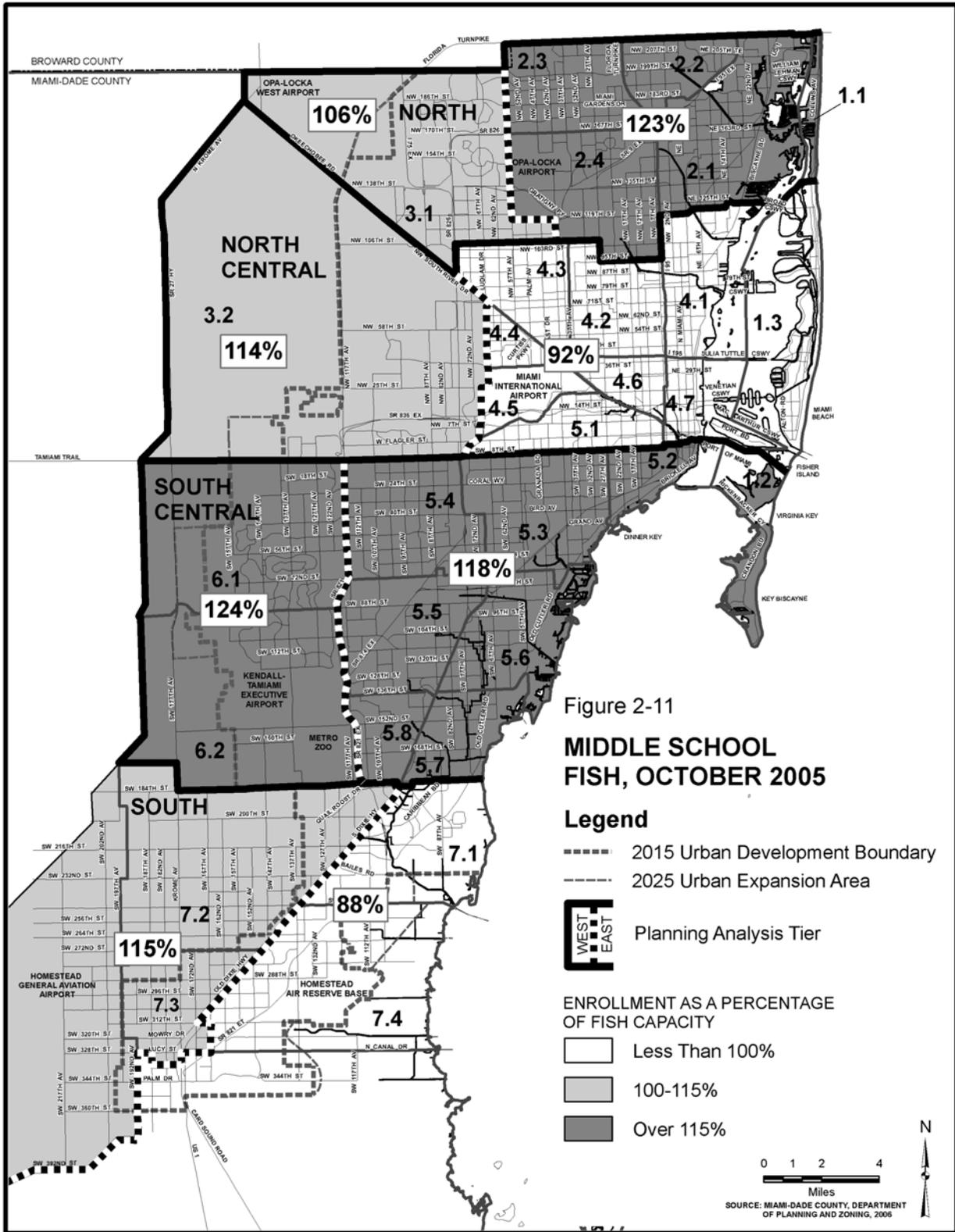
The FISH percent rates apply only to permanent student stations and relocatables. The optional situation is for the number of students enrolled in a particular facility not to exceed the number of permanent student stations. The FISH design capacity percent rates includes both permanent and portable student stations

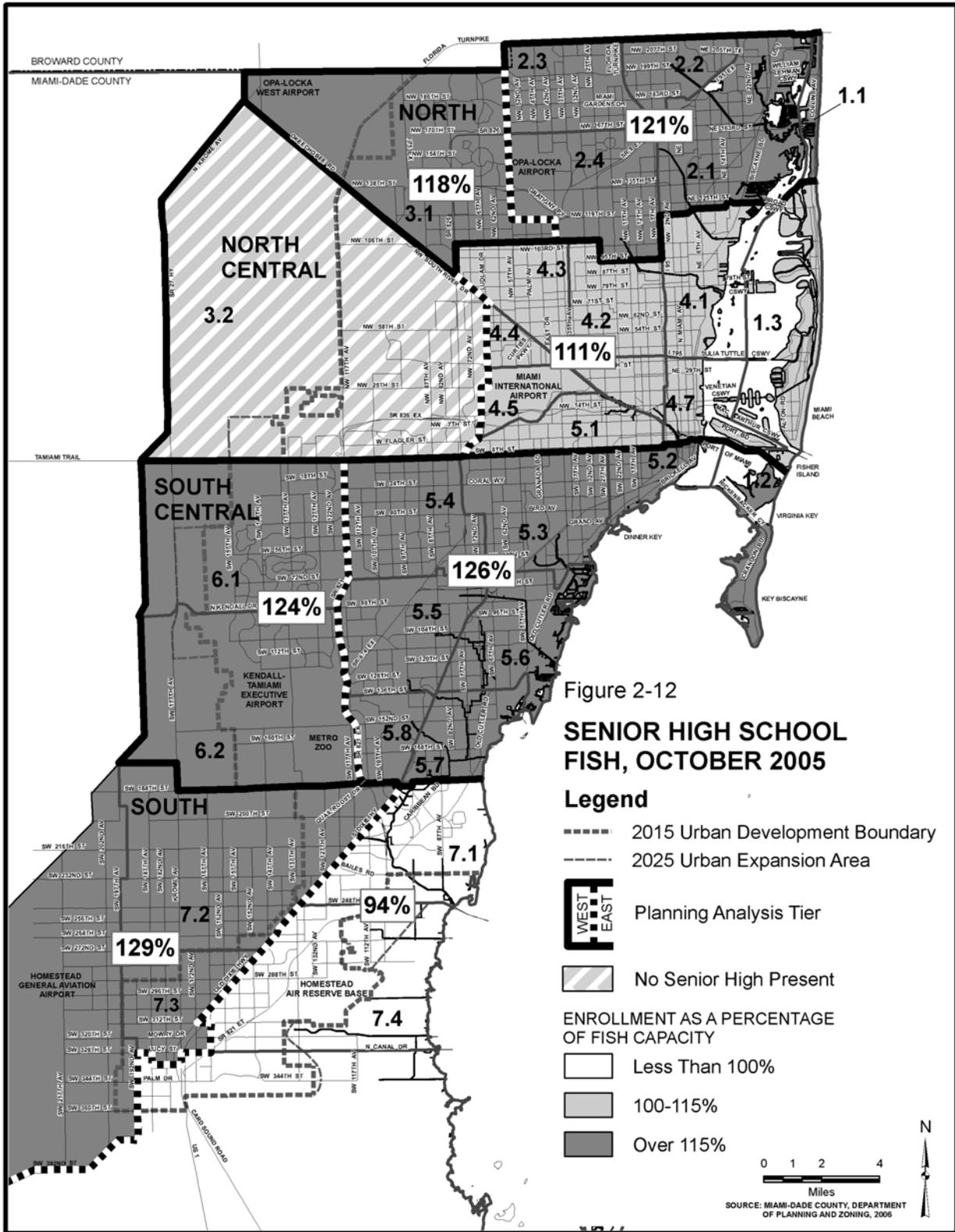
Table 2-25
School Status by Planning Analysis Half-Tier

Planning Analysis Tier (Portion)	October 2005 Enrollment	Fish Design Capacity	FISH Rate Percentage	Number of Schools In Half Tier
North (Eastern Part)				
Elementary	27,901	27,872	100%	41
Middle	13,080	10,605	123%	10
Senior	17,742	14,639	121%	6
North (Western Part)				
Elementary	19,282	14,738	131%	15
Middle	7,013	6,598	106%	12
Senior	10,177	8,634	118%	3
North-Central (Eastern Part)				
Elementary	37,665	41,094	108%	56
Middle	12,929	14,249	92%	12
Senior	20,969	18,886	111%	9
North-Central (Western Part)				
Elementary	8,471	7,331	116%	8
Middle	3,861	3,393	114%	3
Senior	-	-	-	-
South-Central (East of Turnpike)				
Elementary	29,878	30,519	102%	45
Middle	14,171	12,019	118%	11
Senior	24,512	19,445	126%	8
South-Central (West of Turnpike)				
Elementary	20,339	18,475	110%	21
Middle	10,245	8,264	124%	7
Senior	14,584	11,736	124%	4
South (East of US-1)				
Elementary	11,524	11,189	109%	13
Middle	4,106	4,657	88%	4
Senior	2,906	3,094	94%	1
South (West of US-1)				
Elementary	6,376	6,161	103%	4
Middle	2,648	2,304	115%	2
Senior	6,434	4,984	129%	2
Countywide				
Elementary	161,436	157,379	102%	206
Middle	68,053	62,089	110%	54
Senior	97,305	81,418	119%	33
Total	326,794	300,886	109%	293

Source: Miami-Dade County Public Schools, October 2005







Future Conditions and Current Initiatives

The original goal of the \$980 million bond issue, combined with an estimated \$1.02 billion from other state and local revenues, is to achieve an optimum permanent utilization rate of 100 percent (or less) for every school in the County by making additions to existing schools and by building 51 or more new schools. While the School Board of Miami-Dade County has made considerable progress in the implementation of the Construction Program, factors such as Hurricane Andrew and the high rate of school-age population growth have slowed progress in achieving this goal.

Between 1988 and 2002, 44 new schools have opened under the Construction Program: thirty-one elementary schools (excluding the 15 PLCs); seven middle schools; and, six senior high schools opened. Hurricane Andrew resulted in major damage to numerous public schools, which diverted a significant amount of funding for hurricane-damage repairs.

Miami-Dade County and the Miami-Dade County School Board have increased coordination efforts and are committed to cooperatively seek solutions to the overcrowding problem. The School Board will continue to construct Primary Learning Centers (PLCs) and Charter Schools at sites throughout the County. Because their size and facility requirements are reduced, PLCs and Charter Schools can be built more quickly, on less land, and at lower costs than traditional elementary schools. The PLCs reduce the overcrowding rate in elementary schools by providing alternative facilities for kindergarten through second grade students. The Charter Schools also reduce overcrowding at elementary schools by providing alternative facilities for usually kindergarten through fifth grade. Twenty-five charter schools have opened in Miami-Dade County and approximately eighteen more are scheduled to open over the next two years.

On April 18, 1995, Miami-Dade County adopted an Ordinance imposing an impact fee on all new residential development to fund the additional educational facilities required by continued growth and development. The Miami-Dade County School Board had previously adopted this ordinance for submission to the County in February 1995. This fee structure reflects current levels of service and types of capital facilities in the public school system, including portable classrooms. Thus, the fee schedule will not necessarily reduce crowding, but will help prevent it from getting worse. The impact fee generated approximately \$52,270,000 through 2005.

An Interlocal Agreement was adopted on February 20, 2003 and provides for establishing specific ways in which the plans and processes for coordinating comprehensive land use and school facilities planning programs in Miami-Dade County are to occur. The agreement mandates school board staff to review the potential impact of proposed development based on current FISH capacity. The review is only required where the proposed development will result in an increase in the FISH capacity in excess of 115%. The FISH capacity is based on the number of permanent student stations and the relocatables (portables).

When measuring Level of Service for the purpose of charging impact fees, portable facilities are counted at one-half of their capacity. These are counted because they are expected to be used in the capital facility mix for the foreseeable future, but they can not be counted as complete student stations because they do not have corresponding space in other required school facilities such as media centers, cafeterias, and auditoriums.

Miami-Dade County and Miami-Dade County Public Schools have adopted an Educational Element, which has been included in the CDMP. The Miami-Dade County Planning Advisory Board and Board of County Commissioners requested the element in response to community comments raised during preparation of area planning studies. While public schools are not recommended to be included in the County's concurrency management program, the Educational Element lays the groundwork for improved intergovernmental coordination between the County and the School District to ensure that public school facilities are provided at an adequate level, and to identify strategies to manage or reduce school overcrowding.

Capital Improvements Element Schedule Modifications

During each CDMP amendment cycle, some or all of the CDMP's schedules of capital improvements may be proposed for revision for a variety of reasons. During the April cycle, typically all schedules are revised. This section briefly outlines the functional capital facility programs proposed for amendment this cycle, and explains the more significant proposed amendments recommended for approval in Application No. 16 as presented in Chapter 1 of this report.

The FY 2004/05 Capital Improvements Element (CIE) adopted in April 2005 contained 312 active projects with a total cost of almost \$15 billion. The largest expenditures are Transit-related projects with 33 percent of the total, followed closely by Aviation with 26.6 percent. Water and sewer facilities make up another 21 percent, Conservation 5.2 percent, and Highways and roads just over 7.8 percent of total programmed expenditures. Aviation, water and sewer, and traffic projects have long been the dominant components of the CIE. Due to the injection of funding from the ½ cent transit surtax, the mass transit area has now emerged.

Aviation

The aviation component has consistently been the largest in dollar terms since the inception of the CIE process in 1988. The Miami-Dade County Aviation Department is responsible for planning and carrying out renovation and upgrading of existing, and construction of new facilities to meet current and forecasted commercial passenger, cargo, and general aviation demand at Miami International Airport (MIA), four other active airports, and one training facility.

The currently adopted CIE (April 2005 cycle), like its predecessor, contains 17 aviation projects at a total cost of almost \$5.0 billion. About 41 percent is proposed for expenditure over the 6-year program period, a number somewhat below the previous program cycle. During the 2004/05 budget year, \$2.06 billion is programmed and many projects were carried out in six areas: support facilities, concourses and terminals, cargo facilities, landside improvements, and airside improvements. However, by far the bulk of the program (81 percent) is to be found in the second category, a total of almost \$586 million. During 2004, six of the 48 gates in the North Terminal Development were opened and all should be operational by mid-2007.

For the 2005/2006 budget year, this capital programming is being continued; i.e. terminal, concourse, and gate expansion at MIA along with cargo handling capacity increases; necessary airside and landside improvements (roads and parking) and a variety of support projects. Programmed funding has increased somewhat to \$2.19 billion.

Overall, the proposed April 2005-cycle Aviation Schedule of Improvements plans expenditures of almost \$2.2 billion during the six-year program period, somewhat above 2004 while total cost of the program at \$5.3 billion, is up slightly. Almost all is funded from a combination of State and federal grants, revenue bond funds, current capital outlay and passenger facility charges. There are no new projects and none were deleted.

This new schedule of improvements embodies the strategy of somewhat reduced future capabilities of MIA to handle more modest increases in passenger and cargo operations than previously anticipated. International flight handling capacity is being enhanced, as international gates will go from 75 to 103 by 2008. In tandem with the terminal expansions and modifications are airfield developments, ground transportation, and other support projects as required, including the new Northside runway, which began operations in 2003. Cargo capacity is being substantially increased. In addition, the general aviation airports are undergoing a number of improvements.

Coastal Management

The coastal management program as reflected in Table 3 of the Schedule of Improvements is administered by the Miami-Dade County Department of Environmental Resources Management (DERM). Its primary aim is beach restoration and preservation. The program focuses on initiating and coordinating federal and/or State projects essential to the protection and recreational viability of the County's ocean shoreline.

The adopted (April 2004/05) Coastal Management Schedule of Improvements includes only two projects at a cost of \$90.7 million, with planned expenditures at \$85.3 million. Both the cost and expenditures are much higher than the previous year. During 2004/05, two beach re-nourishment projects at a cost of \$5.1 million were completed. The currently recommended Coastal Schedule of Improvements again contains only two projects with a six-year expenditure, which has now decreased to \$66 million and a cost of \$69.3 million. Only one beach re-nourishment is being planned for FY 2005/06, but the cost has escalated to \$16 million.

Conservation

The Conservation Element of the CDMP provides direction for the protection and conservation of Miami-Dade County's natural resources. Projects with this purpose are included in the Conservation Schedule of Improvements of the CIE, which has emphasized protection of natural water bodies and unique endangered lands. Since the advent of the Stormwater Utility program, the focus has been heavily on major and local drainage improvements. The presently adopted program for FY 2004/05 contains 31 projects at a total cost of \$940.8 million, with expenditures programmed at \$401.5 million. The total cost is \$30 million above the previous year, but the six-year expenditures are about \$240 million lower. The decline in expenditures is primarily a result

of the expected completion in FY 2004/05 of all FEMA projects related to Hurricane Irene and the “no name” storm.

Major activity during 2004/05 includes continued acquisition of environmentally endangered lands. A little over \$6.9 million is programmed for this purpose. The Miami River dredging project continues and several local drainage projects are being carried out. However, the program is again dominated by FEMA-funded projects. About 61 percent of the FY 2004/05 conservation expenditures were FEMA related. By far, the largest was secondary canal dredging at close to \$181 million. But smaller budget items included drainage structure replacement, roadway restoration, drainage structure cleaning, and drainage mitigation. Several individual drainage projects will be completed.

The April 2005 recommended program for Conservation continued these efforts and cost \$828.4 million, but with only \$242.4 million planned to be expended over the six-year period, which is a big drop from the previous year. There are 23 active projects and 8 proposed deletions; all due to completion. There are 47 newly proposed projects costing \$85.9 million, three being drainage related and one wetlands restoration. The FY 2005/06 program year is much less dominated by FEMA-funded projects with only 22 percent of the total. For the remainder six-year programming period, FEMA funds are no longer available. Of the \$242.4 million to be expended in FY 2005/06, most is devoted to river and canal dredging and a variety of drainage improvements.

Drainage

The Miami-Dade County Public Works Department has been responsible for eliminating or controlling localized stormwater drainage problems, and has an ongoing program directed to that purpose. The April 2005 Schedule of Improvements contains one project costing a total of \$70.5 million, with programmed expenditures at the \$19.2 million level.

Park and Recreation

The Miami-Dade County Park and Recreation Department builds, maintains, operates or manages an extensive and diversified system of parks, other recreational and cultural facilities along with open spaces, to serve the people of Miami-Dade County. Department facilities range from tot-lots and local parks serving unincorporated area neighborhoods, to metropolitan and regional parks, golf courses, marinas, and Metrozoo that serve the entire County. Overall, the Department manages 255 parks totaling 12,372 acres. It also is responsible for historic sites and nature preserves.

Historically faced with huge unfunded capital needs, in recent years this situation has been somewhat relieved. This is due to the approval, late in 1996, of the Safe Neighborhood Parks (SNP) bond program and the Mayor's FY 1998/99 Quality Neighborhoods Improvement Program (QNIP). The former is exclusively for parks while the latter also funds other local capital projects such as sidewalks and street resurfacing.

Utilizing these and a wide assortment of other funding sources, the Department is proceeding with ambitious capital programs. The currently adopted FY 2004/05 capital budget and multi-year plan shows programmed expenditures at \$150 million with a total cost of \$280 million. During the year, the Department plans to complete six projects costing \$5.8 million, the largest being Areawide Park Renovations at \$3.7 million.

The presently recommended Park and Recreation Schedule lists 43 active projects, at a total cost of \$752 million and programmed outlays of \$316.7 million. Eighty-seven new projects are proposed, covering a wide range of activities, most relatively small expenditures on local parks. But there are also significant improvements being made at the larger parks and the single largest outlay is at Metrozoo

Of the total FY 2005/06 ongoing program, about 29 percent is devoted to local (UMSA) park renovations and new development, most of it to the latter. More than 62 percent of the program is allocated to Metropolitan or areawide Parks. During FY 2005/06, the Department plans to complete, open, and operate 26 new and/or expanded facilities. About 15 percent of the expenditures are allocated to various renovation, repair, miscellaneous and maintenance efforts. All told, these new projects cost \$423 million, most of it coming from the recent voter approved GOB program.

Seaport

The Miami-Dade County Seaport Department manages and operates the Port of Miami, which is the busiest cruise port in the world and the 8th ranked containerized cargo port in the U.S. The Seaport Department is responsible for meeting the infrastructure needs of the cruise and cargo industries, ensuring the Port of Miami is managed efficiently and effectively, and expanding, renovating, and maintaining the Port's facilities to meet industry growth for both cargo and cruise operations. The Department promotes cruises and cargo growth through infrastructure enhancements and through capacity improvements combined with aggressive foreign and domestic marketing program.

The presently adopted (2004/05) CIE contains a Seaport component listing a six-year expenditure program of \$181.8 million and a total cost of \$374.4 million. There are a total of 28 projects. The program is front end loaded with 95 percent of the total expenditures being planned for the first two years. The largest project in FY 2004/05 is dredging the South Channel Phase II. Other major expenditures are for the new Cruise Terminals D and E, followed by Gantry Berth Power Conversion. These three projects together account for 48 percent of the first year capital budget. If Container Yard Construction and Fender Replacement were added, just these five projects constitute two-thirds of the FY 2004/05 investments.

In the April 2005/06 recommended Schedule of Improvements, there are 16 ongoing projects with 29 new projects being proposed while 12 are being deleted; numbers 3, 4, 6, 8, 11, 13, 14, 21, 22, 23, 24 and 25. Projects 6, 11 and 21 have been completed. Number 14 has been withdrawn while the others have been either separated or combined in some fashion.

This 2005/2006 capital program embodies continued investment in new and improved berthing, cruise terminal facilities, security, traffic circulation enhancement and throughput projects. The six-year expenditure total of \$371.3 million is more than double the level from the prior year, as a result of the added projects. A number of road improvements are being done both on and off the Port. A wide variety of new and improved cargo facilities have expenditures of \$36.5 million. Likewise, passenger facilities are being expanded and improved including both terminal and marine projects at a cost of \$48.7 million. Other general port improvements and channel deepening are also being accomplished. Access route improvements are being made during 2005/06 as well. While the six-year expenditure program totals \$371.3 million, the total cost of these projects is \$665 million.

Sewer Facilities

The Miami-Dade Water and Sewer Department (WASD) is the largest water and sewer utility in the Southeastern U.S. The Department has a major capital program to build and maintain wastewater collection and treatment infrastructure. About 99 percent of the wastewater generated in Miami-Dade County is collected and treated by this agency, utilizing three large regional facilities with a capacity of 368 million gallons per day. The Department serves 316,000 retail sewer customers and provides wholesale service to twelve municipalities.

The currently adopted capital schedule (April, 2004/05) contains expenditures of \$1,139.5 million for the period 2004/05-2009/10, with a total cost of \$1,805.1 million for 26 projects. The 2004/05 program reflected continuation of the major, expedited capital program to meet the requirements and deadlines of two settlement agreements with the Florida State Department of Environmental Protection and two consent decrees with the U.S. Environmental Protection Agency. Over 90 percent of the required improvements have been put in place and completion is now expected by 2010. During the current year (FY 2004/05), the program expenditure total is \$136.7 million. The largest expenditures include \$34.8 million for Peak Flow Management Facilities, \$10.9 million for Wastewater System Improvements, \$10.8 million for Pump Station Improvements, \$10.4 million for Wastewater System Equipment and Vehicles, and almost \$9.0 million for the South District W.W.T.P. Disinfection facilities. These five projects constitute 55 percent of the program's first year.

For the period FY 2005/06 – 2010/11, recommended expenditures are \$841 million, with the total projects cost \$1.6 billion. **At the time of publication, the project details for the Wastewater program were not available; they will be added at a later date.**

Over the course of the 2005-2010 six-year program period, the Water and Sewer Department will continue to pursue a capital strategy aimed at overcoming the deficiencies specified in the Consent Decrees through a series of improvements to the wastewater collection, transmission, treatment and disposal systems. Many upgrades go beyond merely correcting the deficiencies

identified by the State and federal governments. This is especially true at the Central and South Wastewater Treatment Plants, systemwide peak flow pumping capacity, infiltration reduction, wastewater reuse, corrosion control program, and several sewer line extensions. Primary funding for the overall program is from wastewater revenue bonds and connection charges.

Solid Waste Disposal

Miami-Dade County's Solid Waste Management Department collects garbage and trash in unincorporated Miami-Dade County and a few municipalities. It contracts for the collection of recyclable materials also. It is responsible for all trash and garbage disposal in the County and also regulates all waste collection, transportation of waste and recycling. This service system incorporates three regional trash transfer stations, a large resource recovery plant, a shredder facility, two landfills, and thirteen neighborhood trash and recycling centers. A large fleet of trucks and other equipment is maintained in order to carry out these and other activities. For its collection services, the Solid Waste Management Department is transitioning from a manual to automated technology.

The existing adopted capital program lists 27 projects costing \$67.5 million, with \$34.5 million to be expended over the 2004/05-2009/10 period. These numbers are very close to those for the previous six-year program. The Solid Waste Management capital program, guided by the 1995 Strategic Plan, contains projects directed at the four broad areas of Environmental Projects, Nuisance Control, Waste Collection, and Waste Disposal.

The recommended Solid Waste Management Schedule of Improvements for FY 2005/06–2010/11 is somewhat larger than the previous one. There are 25 active projects with eight proposed additions and two deletions. Total cost is now \$178.3 million and planned expenditures \$48.2 million. Projects 5 and 19 are completed. The eight proposed additions have a total cost of \$114.1 million, the largest project being \$45.7 million for the closure of the Virginia Key landfill. Two cell closures at the South Landfill total \$28.3 million, cell closure at the North Landfill is almost \$20 million, and cell construction at the South Landfill is \$19.9 million. The other three new projects cost only \$7.4 million together.

During the first three years, almost 74 percent of the program expenditures are devoted to environmental projects. These include Resource Recovery Plant (RRP) retrofits, cell closures (at the RRP, North, South and Virginia Key landfills) plus other remediation projects. About 18 percent of the program is concerned with waste disposal. There are a number of small projects covering the full range of disposal activities. At the Resources Recover Facility, the third 10-acre landfill site will be constructed at a cost of about \$40 million. Waste collection and nuisance control constitute only about 8 percent of the program, the majority of it being the former. Major emphasis is being placed on improvements at existing TRCs and the construction of a new TRC in West/Southwest Miami-Dade. For the most part, these projects will be completed by FY 2006/07 as more than 90 percent of the funding is programmed in the first two years of the six-year plan. Major funding comes from waste disposal revenues, followed by waste collection revenues and Solid Waste System Revenue Bonds.

Traffic Circulation

The Miami-Dade County Public Works Department is responsible for constructing and maintaining the County's roadway and bridge infrastructure system which totals 5,676 roadway miles and 203 bridges. Basically, this includes many of the section-line and most half-section line roads, all collector roads and most of the various bridges in the County. In addition, all local roads in unincorporated Miami-Dade are maintained. Capacity improvements typically consist of widening and/or reconstructing roadways, replacement of bridges and reconfiguring intersections. Countywide street and roadway signage and signalization are also this department's responsibility.

The presently adopted (FY 2004/05) Traffic Circulation component of the CIE contains 88 projects totaling \$956.3 million in cost. Expenditures of \$600 million are heavily programmed during the first three years of the FY 2004/05 – 2009/10 period, with 60 percent of the outlay found there. Capital budget year 2004/05 was fairly typical for this agency. The largest category of expenditures was for Major Road Improvements (50.3 percent), Infrastructure Improvements (18.5 percent), next was Traffic Control Systems (17 percent), and Local Road Improvements (3 percent). The Department maintains 203 bridges, 1,100 miles of arterial roadway, 2,941 traffic signals and school flashers, 2,453 traffic signal controllers and 20,300 streetlights.

As recommended, the new 2005/06 – 2010/11 program is expanded and will have a total cost of \$1,045.9 million for 80 ongoing projects and 100 newly proposed ones. The six-year expenditure plan is for \$731.9 million. The cost figure is well above the prior year program, as are the expenditures. Eight projects are listed as deletions from the program; projects 2, 28, 37, 41, 57 and 67 being completed. Project 66 is being withdrawn and number 75 is shifted to the developer. A hundred new projects are listed at a total cost of \$340.2 million and planned expenditures of \$230.1 million. Forty-five new projects are for part of the People's Transportation Plan. The cost of these PTP projects is \$182.6 million, more than 53 percent of the total for all the new projects. Public Works is responsible for carrying out the building of several new roads, widening many others, resurfacing, new operational improvements and new curbs and gutters as set forth in the PTP. The second largest number of projects, 33 in all, are funded by the new GOB program at \$114.5 million, about 34 percent of the total. The projects include unspecified infrastructure improvements in each Commission District, several bike path projects, and a few bridge expenditures. The other 22 projects are funded by the old standbys impact fees, secondary gas tax, and causeway tolls, and are applied to the usual array of road and bridge projects.

This 2005/06-2010/11 multi-year Public Works Capital plan is very similar to previous versions with inclusion of projects both countywide and in unincorporated Miami-Dade. As it did last year, following its new Business Plan, the Department has segmented the capital program into two parts: Neighborhood and Unincorporated Area Municipal Services, and Transportation. The latter is the largest component, \$851.9 million in cost versus \$755.4 million, while six-year expenditures are \$627.5 versus \$112.7 million. It is made up of Causeway Improvements, Major Road Improvements, Traffic Control Systems, Infrastructure Improvements, and ADA Accessibility Improvements. The former includes Drainage Improvements, Infrastructure Improvements, Mosquito Control (not addressed herein) and Local Road Improvements. In

Transportation, the expenditures are relatively evenly spread over the six-year programming period, much less so in the Neighborhood/UMSA program.

Mass Transit

Miami-Dade Transit (MDT) is the 14th largest public transit system in the U.S. and the largest transit agency in the state. A large capital program is necessary for the purpose of constructing and maintaining facilities and acquiring equipment necessary to provide transportation services to the public. The transit system has four major components; Metrorail, Metromover, bus service and special transportation services. The passage by the voters of the ½ cent sales tax in 2002 to be used exclusively for transportation is a boon to transit. The tax will generate \$150 million annually which has opened the door to applying for federal and state matching funds. Thus, a much expanded and viable transit system can be planned and put into place. The various elements were compiled prior to the vote in a document entitled The Peoples Transportation Plan (PTP), and the Agency, working with the Citizens Independent Transportation Trust, is in the process of implementing the PTP.

The capital program for FY 2004/05 has total costs of \$4.53 billion and planned expenditures of \$2.55 billion through the year 2009/10. The single largest component is for the North Corridor Extension of Metrorail. The next highest expenditure is for the East-West Corridor, then Earlington Heights/MIC Connector, Bus Acquisition and Rail/Mover Facilities and Equipment. Together, these five projects account for almost 77 percent of the planned six-year expenditures. Infrastructure Improvements include the extension to Florida City of the South Miami-Dade Busway and new bus facilities. A total of \$71 million will be spent on new equipment for revenue collection. The remaining funds in this expanded capital program are being used to construct and modify park and ride facilities and for planning, administration and contingency. Funding comes from federal grants, County bonds, State of Florida, and the new surtax supported bonds.

Expenditures for Metrorail include vehicle mid-life modernization, repair and maintenance of Metrorail and Metromover facilities, Metromover vehicle overhaul and refurbishment of rail and mover facilities and stations. The largest outlay for the bus system is the acquisition of new buses (\$148 million) followed by construction of new bus garages. Equipment purchases include a variety of items ranging from the Automated Vehicle and Monitoring System, tools and equipment for repair, to bus security and surveillance monitoring devices.

The FY 2005/06 capital program consists of 25 active projects, six new ones, and three deletions. The cost is \$4.2 billion with expenditures of \$3.1 billion. Of the six newly proposed projects, the South Busway Extension transit line, the Capitalization of Preventive Maintenance, and the Track and Guideway Rehabilitation account for 89 percent of the total. Three projects are being deleted; number 19 is completed, number 26 is unfunded and 22 has been included in project 9. The funding breakdown for the six-year expenditures is as follows: PTP Bond Program \$1.14 billion; federal grants \$1.18 billion; and State of Florida-FDOT \$402.7 million. These three sources comprise 89 percent of total expenditures. MDT expenditures are more or less evenly spread over the first three years, then jump up and increase over the last three.

Water Facilities

The Miami-Dade Water and Sewer Department (WASD) provides about 87 percent of the potable water to consumers in the County. About 401,000 retail customers are served and 15 municipalities purchase water wholesale. This is accomplished by the operation of three regional and five smaller water treatment plants, with water supply coming from 14 wellfields with 88 pumping wells. The capital program necessary to accomplish this includes wellfield development, the expansion and upgrade of water treatment facilities, pumping capacity and related infrastructure. Water quality standards are also maintained or improved.

The April 2004/05 adopted program has 20 projects costing \$859.3 million with \$497.8 million to be spent by FY 2009/10. Both of these amounts are considerably below the prior year's program. Several revenue sources were used to fund a variety of water supply and quality projects. However, just six projects account for almost 77 percent of the six-year expenditures. These are Wellfield Improvements, South Miami Heights Water Treatment Plant and Wellfield, System Maintenance and Upgrades, Distribution System Extension Enhancements, Water Treatment Plant Replacement and Renovations, and Equipment and Vehicles. All of these projects are ongoing with various subcomponents completed each year.

The newly recommended Schedule of Improvements shows a higher total cost at \$927.9, but lower expenditures at \$424 million. **At the time of publication, the project details for the Water program were not available, they will be added at a later date.**

Like the ones before it, this 6-year schedule of improvements is aimed at meeting current and future needs for water pumping, treatment, transmission, and distribution capacity. Water quality is given high priority also as dictated by various federal and State regulations and guidelines.

CHAPTER 3
CONSISTENCY REVIEW OF APPLICATIONS
WITH CDMP POLICIES

Chapter 3

CONSISTENCY OF AMENDMENT APPLICATIONS WITH ADOPTED CDMP POLICIES

All CDMP amendment applications are evaluated for consistency with the Adopted Components of the CDMP. The 500-plus goals, objectives, policies, maps and concepts were reviewed by the Department of Planning and Zoning to determine which ones materially applied to the requested amendments. To facilitate such reviews of requested CDMP amendments, the Plan's various objectives, policies and other pertinent provisions are grouped under subject headings ranging from "Activity/Employment Centers" to "Wellfield Protection". Following is a list of the subject headings under which the Plan provisions are grouped to facilitate this review:

Subject Groups Used in Policy Review

Activity/ Employment Centers	Miami River
Aesthetics/ Landscaping	Mineral Resources
Affordable Housing	Mixed Use
Agriculture	Pedestrian and Bicycle Safety/ Movement
Airport/ Aviation Compatible Uses	Population Projections
Biscayne Bay/Beaches and Shores/ Coastal Wetland	Rapid Transit Stations and Corridors, Land Use
Business and Office/ Commercial	Residential Communities
Coastal High Hazard Area	Roadways/ Transportation Corridors
Compatibility of Land Uses	Upland Forests
Congregate Living Facilities	Urban Development Boundary Expansion
Consistency with the Land Use Plan and LUP Map	Urban Form
Contiguous Development/ Avoidance of Sprawl	Urban Services and Facilities/ Infrastructure
Economic Growth	Utility Facilities and Corridors
Elderly/ Handicapped	Water Conservation
Endangered Species/ Wildlife	Water Dependent Uses
Energy Efficiency/ Conservation	Water Quality
Environmental Protection/ Natural Resources	Wellfield Protection
Flood Protections/ Drainage	
Freshwater Wetlands/ Aquifer Recharge	
Historical/ Archaeological Resources	
Hurricane Evacuation and Shelter	
Industrial Development	
Infill/ Redevelopment/ Rehabilitation	
Intergovernmental Coordination	
Levels of Service	
Mass Transit/ Multi-modal Access	

The complete listing of CDMP objectives, policies and other Plan provisions, as organized in each of the foregoing groups used in this evaluation, is presented at the end of this Chapter under the heading “CDMP Components Reviewed for Policy Consistency,” following the policy consistency review of the 14 pending applications.

In reviewing the Plan amendments, staff identified the topics that are relevant to the amendment requests and noted whether adoption of the requested amendments would further, or would impede, the accomplishment of objectives, policies, land use plan concepts or other Plan provisions listed as relating to the subject. Within each topic it is possible for a proposed plan amendment to be consistent with the topic as a whole or some of the listed objectives and policies, while inconsistent with others. Moreover, many policies, particularly the multifaceted ones such as Land Use Policy 8F, appear under several different topic headings. In some cases, a requested amendment may be consistent with one part of such a policy while being inconsistent with another part. For example in the case of Land Use Policy 8F, it is possible for a requested CDMP amendment to be consistent with the requirement for the provision of services at the adopted level-of-service (LOS) standards, but to be incompatible with surrounding land use.

The need for balancing and weighting of objectives and policies is inherent in this process. This is recognized in the CDMP Statement of Legislative Intent that provides the following:

“...Recognizing that County Boards and agencies will be required to balance competing policies and objectives of the CDMP, it is the intention of the County Commission that such boards and agencies consider the overall intention of the CDMP as well as portions particularly applicable to a matter under consideration in order to ensure that the CDMP, as applied, will protect the public health, safety and welfare...”

Following is the evaluation of the requested Land Use Plan map applications grouped by Study Areas A through E, followed by applications to amend the CDMP text or policies. This analysis was considered in formulating the recommendations presented in Chapter 1 of this report. The topics that are particularly relevant to the requested amendments are listed, followed first by the specific CDMP objectives, policies or concept whose accomplishment would be furthered by, then impeded by adoption of the requested amendment. Where approval of the amendment would have a marginal or indirect effect or would be neutral with regard to individual CDMP components, those Objectives, Policies, and Concepts are not specifically noted.

These evaluations apply to the amendment applications as requested and not to any modifications or changes that may be recommended by the Department of Planning and Zoning, the Community Council, or the Planning Advisory Board acting as the Local Planning Agency, or to any changes or conditions that may be proffered by the applicant, after this date of printing.

CDMP Consistency Evaluation: Study Area A

Application No. 1: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment/Urban Centers	Infill/Redevelopment/Rehabilitation
Business and Office/Commercial	Level Of Service
Contiguous Development/Avoidance Of Sprawl	Mixed Use
Compatibility Of Land Uses	
Energy Efficiency/Conservation	

Approval of Application No. 1 would further the implementation of the following CDMP Objectives and Policies.

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasizes renewal and rehabilitation of blighted areas. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1G: To promote housing diversity and to avoid creation of monotonous developments, Miami Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy. (Affordable Housing) (Urban Form)

LAND USE POLICY 4D: Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements. (Business and Office/Commercial)

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 9D: Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities. (Mixed Use)

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit supportive and mixed use. (Energy Efficiency/Conservation)

LAND USE CONCEPT 8: Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling... (Activity/Employment/Urban Centers)

Application No. 2: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Business and Office/Commercial	Infill/Redevelopment/Rehabilitation
Compatibility Of Land Uses	Population Projections
Economic Growth	
Energy Efficiency/Conservation	

Approval of Application No. 2 would further the implementation of the following CDMP Policies:

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasize, renewal and rehabilitation of blighted areas. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 4D: Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements. (Business and Office/Commercial)

LAND USE POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations. (Population Projections)

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit supportive and mixed use. (Energy Efficiency/Conservation)

LAND USE CONCEPT 8: Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling. (Activity/Employment/Urban Centers)

Application No. 3: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Aesthetics/Landscaping	Residential Communities
Affordable Housing	Urban Form
Compatibility of Land Uses	Urban Services and Facilities/Infrastructure
Contiguous Development/Avoidance of Sprawl	
Infill/Redevelopment/Rehabilitation	
Levels of Service	
Mass Transit/Multi-modal Access	
Pedestrian and Bicycle Safety/Movement	
Population Projections	

Approval of Application No. 3 would further the implementation of the following CDMP Policies:

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasizes renewal and rehabilitation of blighted areas. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1G: To promote housing diversity and to avoid creation of monotonous developments, Miami Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy. (Affordable Housing) (Urban Form)

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit-supportive and mixed use development. (Energy Efficiency/Conservation)

LAND USE CONCEPT 8: Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling... (Activity/Employment/Urban Centers)

Application No. 4: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Affordable Housing	Residential Communities
Compatibility of Land Uses	Urban Form
Contiguous Development/Avoidance of Sprawl	Urban Services and Facilities/Infrastructure
Infill/Redevelopment/Rehabilitation	
Mass Transit/Multi-modal Access	
Population Projections	

Approval of Application No. 4 would further the implementation of the following CDMP Policies:

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasizes renewal and rehabilitation of blighted areas. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1G: To promote housing diversity and to avoid creation of monotonous developments, Miami Dade County shall vigorously promote the inclusion of a variety of housing types in all residential communities through its area planning, zoning, subdivision, site planning and housing finance activities, among others. In particular, Miami-Dade County shall review its zoning and subdivision practices and regulations and shall amend them, as practical, to promote this policy. (Affordable Housing) (Urban Form)

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit supportive and mixed use. (Energy Efficiency/Conservation)

LAND USE CONCEPT 8: Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling.... (Activity/Employment/Urban Centers)

Approval of Application No. 4 would impede the implementation of the following CDMP Policies:

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic. (Compatibility of Land Uses)

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element. (Compatibility of Land Uses) (Urban Form)

CDMP Consistency Evaluation: Study Area B

Application No. 5: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment/Urban Centers	Mixed Use
Business and Office/Commercial	Population Projections
Compatibility Of Land Uses	Residential Communities
Energy Efficiency/Conservation	
Infill/Redevelopment/Rehabilitation	

Approval of Application No. 5 would further the implementation of the following CDMP Policies:

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasizes renewal and rehabilitation of blighted areas. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 4D: Uses which are supportive but potentially incompatible shall be permitted on sites within functional neighborhoods, communities or districts only where proper design solutions can and will be used to integrate the compatible and complementary elements and buffer any potentially incompatible elements. (Business and Office/Commercial)

LAND USE POLICY 8A: Accommodate residential development in suitable locations and densities proximity and accessibility to employment, commercial and cultural centers. (Activity/Employment/Urban Centers)

LAND USE POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations. (Population Projections)

LAND USE POLICY 8F: CDMP Applications amendments evaluated for:
iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods; (Compatibility of Land Uses)

LAND USE POLICY 9D: Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities. (Mixed Use)

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit-supportive and mixed use development. (Energy Efficiency/Conservation)

LAND USE CONCEPT 8: Rejuvenate decayed areas. (Activity/Employment/Urban Centers)

LAND USE CONCEPT 9: Promote concentrated activity centers. (Activity/Employment/Urban Centers)

LAND USE CONCEPT 10: Redirect higher density towards activity centers. (Activity/Employment/Urban Centers)

Approval of Application No. 5 would impede the implementation of the following CDMP Objectives and Policies.

LAND USE POLICY 4B: Uses protected from encroachment by residential uses. (Compatibility of Land Uses)

Application No. 6: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

- | | |
|-------------------------------------|---------------------------------|
| Activity/Employment Centers | Mass Transit/Multi-modal Access |
| Business and Office/Commercial | Mixed Use |
| Compatibility Of Land Uses | |
| Industrial Development | |
| Infill/Redevelopment/Rehabilitation | |

Approval of Application No. 6 would further the implementation of the following CDMP Policies:

LAND USE POLICY 1K: Improve Community Development Block Grant (CDBG)-eligible areas, enhance Enterprise Zone programs

LAND USE POLICY 10A: Facilitate infill, redevelopment of substandard or underdeveloped urban areas. (Infill/Redevelopment/Rehabilitation)

LAND USE CONCEPT 11: Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs. (Business and Office/Commercial)

Approval of Application No. 6 would impede the implementation of the following CDMP Objectives and Policies.

LAND USE POLICY 1B: Industrial complexes, sited at locations with good countywide, multi-modal accessibility. (Industrial Development)

LAND USE POLICY 1H: Business developments placed in nodes in the vicinity of major roadway intersections, not in continuous strips. (Urban Form)

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 7A: Encourage variety land uses around rapid transit developed as "urban centers. (Compatibility of Land Uses)

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- v) If located in a planned Urban Center, or within ¼ mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective 7, herein. (Compatibility of Land Uses)

LAND USE POLICY 9D: Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities. (Mixed Use)

LAND USE CONCEPT 8: Rejuvenate decayed areas by promoting redevelopment, rehabilitation, infilling.... (Activity/Employment/Urban Centers)

LAND USE CONCEPT 10: Redirect higher density towards activity centers. (Activity/Employment/Urban Centers)

LAND USE CONCEPT 11: Allocate sites for industrial. (Industrial Development)

HOUSING POLICY 6B: Use incentives, including enterprise zone to attract industries. (Industrial Development)

Application No. 7: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment Centers	Mass Transit/Multi-modal Access
Business and Office/Commercial	Mixed Use
Compatibility Of Land Uses	Rapid Transit Stations and Corridors, Land Use
Economic Growth	
Industrial Development	
Infill/Redevelopment/Rehabilitation	

Approval of Application No. 7 would further the implementation of the following CDMP Policies:

LAND USE POLICY 1K: Improve Community Development Block Grant (CDBG)-eligible areas, enhance Enterprise Zone programs

LAND USE POLICY 10A: Facilitate infill, redevelopment of substandard or underdeveloped urban areas. (Infill/Redevelopment/Rehabilitation)

LAND USE CONCEPT 11: Allocate suitable and sufficient sites for industrial and business districts to accommodate future employment needs. (Business and Office/Commercial)

Approval of Application No. 7 would impede the implementation of the following CDMP Objectives and Policies.

LAND USE POLICY 1B: Industrial complexes, sited at locations with good countywide, multi-modal accessibility. (Industrial Development)

LAND USE POLICY 1H: Business developments placed in nodes in the vicinity of major roadway intersections, not in continuous strips. (Urban Form)

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 7A: Encourage variety of land uses in moderate-high densities around rapid transit developed as urban centers. (Compatibility of Land Uses)

LAND USE POLICY 7F: Minimum densities and intensities required around rapid transit stations. (Rapid Transit Stations and Corridors, Land Use)

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

v) If located in a planned Urban Center, or within ¼ mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective 7, herein. (Compatibility of Land Uses)

LAND USE POLICY 9D: Miami-Dade County shall continue to investigate, maintain and enhance methods, standards and regulatory approaches which facilitate sound, compatible mixing of uses in projects and communities. (Mixed Use)

LAND USE CONCEPT 10: Redirect higher density towards activity centers. (Activity/Employment/Urban Centers)

LAND USE CONCEPT 11: Allocate sites for industrial. (Industrial Development)

HOUSING POLICY 6B: Use incentives, including enterprise zone to attract industries. (Industrial Development)

CDMP Consistency Evaluation: Study Area C

Application No. 8: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment/ Urban Centers	Contiguous Development/Avoidance Of Sprawl
Business & Office/Commercial	Compatibility Of Land Uses
Energy/Efficiency/Conservation	Infill/Redevelopment/Rehabilitation
Economic Growth	Urban Form

Approval of Application No. 8 would further the implementation of the following CDMP Objectives and Policies.

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

Approval of Application No. 8 would impede the implementation of the following CDMP Objectives and Policies.

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic. (Compatibility of Land Uses)

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element. - (Compatibility Of Land Uses, Activity/Employment/Urban Centers)

LAND USE POLICY 8F iii): Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods; and. - (Compatibility Of Land Uses)

Application No. 9: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment/Urban Centers
Compatibility Of Land Uses

Residential Communities

Approval of Application No. 9 would impede the implementation of the following CDMP Objectives and Policies.

LAND USE OBJECTIVE 1: Urban growth through 2015 shall emphasize, concentration and intensification of development around centers of activity.... (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1F: In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the “Guidelines for Urban Form” contained I the “Interpretation of the Land Use Plan Map” text adopted as an extension of these policies. (Compatibility Of Land Uses, Residential Communities)

LAND USE POLICY 1H: Business developments placed in nodes in the vicinity of major roadway intersections, not in continuous strips. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways. (Urban Form)

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element. - (Compatibility Of Land Uses, Activity/Employment/Urban Centers)

LAND USE POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population, among other salient social, economic and physical considerations. (Population Projections)

Application No. 11: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Business and Office//Commercial	Residential Communities
Contiguous Development/Avoidance of Sprawl	Infill/Redevelopment/Rehabilitation

Approval of Application No. 11 would further the implementation of the following CDMP Policies:

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

LAND USE POLICY 1F: In planning and designing all new residential development and redevelopment in the county, Miami-Dade County shall vigorously promote implementation of the “Guidelines for Urban Form” contained I the “Interpretation of the Land Use Plan Map” text

adopted as an extension of these policies. (Compatibility Of Land Uses, Residential Communities)

LAND USE POLICY 4A: When evaluating compatibility among proximate land uses, the County shall consider such factors as noise, lighting, shadows, glare, vibration, odor, runoff, access, traffic, parking, height, bulk, scale of architectural elements, landscaping, hours of operation, buffering, and safety, as applicable. (Compatibility of Land Uses)

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements:

- i) Satisfy deficiency projected population.
- iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods.

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment, high intensity activity centers, transit supportive and mixed use development. (Energy Efficiency/Conservation)

CDMP Consistency Evaluation: Study Area D

Application No. 10: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Activity/Employment/Urban Centers	Industrial Development
Business and Office//Commercial	Infill/Redevelopment/Rehabilitation
Compatibility of Land Uses	Levels of Service
Consistency with the Land Use Plan and LUP map	Mass Transit/Multi-modal Access
Economic Growth	Roadways/Transportation Corridors
Energy Efficiency/Conservation	Urban Development Boundary Expansion
Environmental Protection/Natural Resources	Water Conservation
Flood Protection/Drainage	Water Quality
Freshwater Wetlands/Aquifer Recharge	

Approval of Application No. 10 would further the implementation of the following CDMP Policies:

LAND USE POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand. (Infill/Redevelopment/Rehabilitation)

Approval of Application No. 10 would impede implementation of the following CDMP Policies:

LAND USE POLICY 1H: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways. (Business and Office//Commercial)

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by uses that would disrupt or degrade the health, safety, tranquility, character, and overall welfare of the neighborhood by creating such impacts as excessive density, noise, light, glare, odor, vibration, dust or traffic. (Compatibility of Land Uses)

LAND USE POLICY 8A: Miami-Dade County shall strive to accommodate residential development in suitable locations and densities which reflect such factors as recent trends in location and design of residential units; projected availability of service and infrastructure capacity; proximity and accessibility to employment, commercial and cultural centers; character of existing adjacent or surrounding neighborhoods; avoidance of natural resource degradation; maintenance of quality of life and creation of amenities. Density patterns should reflect the Guidelines for Urban Form contained in this Element. (Business and Office//Commercial)

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods. (Urban Development Boundary Expansion)

LAND USE POLICY 10A: Miami-Dade County shall facilitate contiguous urban development, infill, redevelopment of substandard or underdeveloped urban areas, high intensity activity centers, mass transit supportive development, and mixed use projects to promote energy conservation. (Activity/Employment/Urban Centers; Contiguous Development/Avoidance of Sprawl; Energy Efficiency/Conservation)

CDMP Consistency Evaluation: Study Area E

Application No 12: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Business and Office/Commercial
Compatibility of Land Uses
Urban Form

Approval of Application No. 12 would further implementation of the following CDMO Objectives and Policies:

LAND USE OBJECTIVE 1: The location and configuration of Miami-Dade County's urban growth through the year 2015 shall emphasize concentration and intensification of development around centers of activity, development of well designed communities containing a variety of uses, housing types and public services, renewal and rehabilitation of blighted areas, and contiguous urban expansion when warranted, rather than sprawl. (Infill/Redevelopment/Rehabilitation)

LAND USE ELEMENT POLICY 1C: Miami-Dade County shall give priority to infill development on vacant sites in currently urbanized areas, and redevelopment of substandard or underdeveloped environmentally suitable urban areas contiguous to existing urban development where all necessary urban services and facilities are projected to have capacity to accommodate additional demand.

LAND USE ELEMENT POLICY 1H: Business developments shall preferably be placed in clusters or nodes in the vicinity of major roadway intersections, and not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business developments shall be designed to relate to adjacent development, and large uses should be planned and designed to serve as an anchor for adjoining smaller businesses or the adjacent business district. Granting of commercial or other non-residential zoning by the County is not necessarily warranted on a given property by virtue of nearby or adjacent roadway construction or expansion, or by its location at the intersection of two roadways.

LAND USE ELEMENT OBJECTIVE 7: By 2003, Miami-Dade County shall require all new development and redevelopment in existing and planned transit corridors to be planned and designed to promote pedestrianism and transit use.

LAND USE POLICY 7A: Encourage variety of land uses in moderate-high densities around rapid transit developed as urban centers. (Compatibility of Land Uses)

LAND USE ELEMENT POLICY 7D: Redevelopment of property within one-half mile of existing or planned mass transit stations and bus routes shall not cause an increase in walking distances from nearby areas to the transit services and shall, wherever practical, be done in a manner that reduces walking distances and is comfortable and attractive to pedestrians.

LAND USE ELEMENT POLICY 7E: Land uses that are not conducive to public transit ridership such as car dealerships, car oriented food franchises, and uses that require transporting large objects should not be permitted to locate or expand within ¼ mile of rail rapid transit stations.

LAND USE POLICY 7F: Minimum densities and intensities required around rapid transit stations. (Rapid Transit Stations and Corridors, Land Use)

LAND USE ELEMENT POLICY 8B: Distribution of neighborhood or community-serving retail sales uses and personal and professional offices throughout the urban area shall reflect the spatial distribution of the residential population.

LAND USE ELEMENT POLICY 10-A: Miami-Dade County shall facilitate contiguous urban development, infill, high intensity mass transit supportive development, and mixed use projects to promote energy conservation.

GUIDELINES FOR URBAN FORM 4: Intersections of section line roads shall serve as focal points of activity, hereafter referred to as activity nodes. Activity nodes shall be occupied by any nonresidential components of the neighborhood including public and semi-public uses. When commercial uses are warranted, they should be located within these activity nodes. In addition, of the various residential densities which may be approved in a section through density averaging or on an individual site basis, the higher density residential uses should be located at or near the activity nodes.

Text and Policy Applications

Application No. 13: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Agriculture
Compatibility of Land Uses

Approval of Application No. 13 would further the implementation of the following CDMP Policies:

LAND USE POLICY 4D: Potentially incompatible uses permitted with design.

LAND USE POLICY 8C: Protect and promote agriculture Miami-Dade County.

LAND USE CONCEPT 14: Encourage agriculture

Application No. 14: The following subject groups used in the CDMP Policy Consistency Review were found to be applicable to the evaluation of this Application:

Levels of Service
Urban Services and Facilities/Infrastructure

Approval of Application No. 14 would further the implementation of the following CDMP Objectives and Policies:

LAND USE OBJECTIVE 9: Miami-Dade County shall continue to maintain, update and enhance the Code of Miami-Dade County, administrative regulations and procedures, and special area planning program to ensure that future land use and development is consistent with the CDMP.

LAND USE POLICY 9A: Maintain consistency between County development regulations and comprehensive plan and report consistency between said proposals and the CDMP, as required by Chapter 163, F.S.

CAPITAL IMPROVEMENTS OBJECTIVE 4: Planning for further development will be done such that the level of service standards for those services listed in the CIE will be upgraded and maintained at adopted levels by assuring that adequate fiscal resources are made available.

CAPITAL IMPROVEMENTS POLICY 4A: Appropriate funding mechanisms will be adopted and applied by Dade County in order to assure the fiscal resources to maintain acceptable levels of service.

CDMP Components Reviewed for Policy Consistency

As noted above, all CDMP amendment applications are evaluated for consistency with pertinent CDMP Objectives, Policies, Land Use Plan Concepts and other Plan provisions. These CDMP components are grouped under the following subject headings. The specific objectives, policies and other Plan provisions in each subject group follow this list. A summary of the objective or policy is given in (parenthesis) following the specific item. For the specific language see the Adopted Components Comprehensive Development Master Plan.

- | | |
|--|---|
| Activity/Employment/Urban Centers | Industrial Development |
| Aesthetics/Landscaping | Infill/Redevelopment/Rehabilitation |
| Affordable Housing | Intergovernmental Coordination |
| Agriculture | Levels of Service |
| Airport/Aviation Compatible Uses | Mass Transit/Multi-modal Access |
| Biscayne Bay/Beaches and
Shores/Coastal Wetland | Miami River |
| Business and Office/Commercial | Mineral Resources |
| Coastal High Hazard Area | Mixed Use |
| Compatibility of Land Uses | Pedestrian and Bicycle
Safety/Movement |
| Congregate Living Facilities | Population Projections |
| Consistency with the Land Use Plan
and LUP Map | Rapid Transit Stations and Corridors,
Land Use |
| Contiguous Development/Avoidance of
Sprawl | Residential Communities |
| Economic Growth | Roadways/Transportation Corridors |
| Elderly/Handicapped | Upland Forests |
| Endangered Species/Wildlife | Urban Development Boundary Expansion |
| Energy Efficiency/Conservation | Urban Form |
| | Urban Services and Facilities/Infrastructure |

Environmental Protection/Natural
Resources
Flood Protection/Drainage
Freshwater Wetlands/Aquifer Recharge
Historical/Archaeological Resources
Hurricane Evacuation and Shelter

Utility Facilities and
Corridors
Water Conservation
Water Dependent Uses
Water Quality
Wellfield Protection

SUMMARY OF POLICIES BY SUBJECT GROUP

ACTIVITY/EMPLOYMENT/URBAN CENTERS

LAND USE OBJECTIVE 1: Urban growth emphasize intensification around centers of activity.

LAND USE POLICY 1A: Site urban centers at locations having multimodal accessibility.

LAND USE POLICY 1B: Major centers of activity, concentrations of significant employment, shall be the structuring elements of the metropolitan area at locations with multi-modal accessibility.

LAND USE POLICY 8A: (Accommodate residential development in suitable locations and densities proximity and accessibility to employment, commercial and cultural centers.)

LAND USE POLICY 10A: Contiguous urban development, infill, redevelopment activity centers, mass transit supportive development, and mixed use projects.

LAND USE PLAN: "URBAN CENTER"

LAND USE CONCEPT 8: Rejuvenate decayed areas.

LAND USE CONCEPT 9: Promote concentrated activity centers.

LAND USE CONCEPT 10: Redirect higher density towards activity centers.

TRANSPORTATION INTERMODAL POLICY 2F: Utility easements railroad rights-of-way for bicycle ways.

MASS TRANSIT POLICY 4A: Mass transit service for activity centers.

MASS TRANSIT POLICY 4B: Provide a network of regular and/or special services to facilitate access to major centers of employment and activity.

HOUSING OBJECTIVE 6: Increase, by 5 percentage points, affordable housing

AESTHETICS/LANDSCAPING

LAND USE POLICY 4D: Supportive but potentially incompatible uses permitted where design solutions can and will be used.

LAND USE POLICY 8A: Accommodate residential development in suitable locations and densities maintenance of quality of life. ...

LAND USE OBJECTIVE 10: Energy efficient development

LAND USE CONCEPT 2: Preserve valuable environmental recreation, scenic appeal.

TRAFFIC CIRCULATION OBJECTIVE 6: Transportation system preserves environmentally sensitive areas, promotes aesthetic.

TRAFFIC CIRCULATION POLICY 6F: Design new roadways to make them compatible with the environment, complement adjacent development...

TRAFFIC CIRCULATION POLICY 6G: Adequate road dedications for landscaping

AFFORDABLE HOUSING

LAND USE POLICY 1G: Promote housing diversity, variety of housing types

HOUSING GOAL 1: Provision of affordable housing

HOUSING OBJECTIVE 2: Accommodate mobile and manufactured homes

HOUSING POLICY 2C: Foster a diversity of affordable housing types
HOUSING OBJECTIVE 3: Assist private sector providing affordable housing
HOUSING OBJECTIVE 5: Reduce by 30 percent substandard housing units
HOUSING POLICY 8A: Meeting seasonal migrant and rural farmworker housing needs.
MASS TRANSIT POLICY 5D: Promote affordable housing proximity to mass transit.

AGRICULTURE

LAND USE POLICY 2B: Priority services and facilities first within (UDB). Second (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land avoided.

LAND USE POLICY 1P: Prevent, scattered development urban fringe and Agriculture Areas.

LAND USE POLICY 8C: Protect and promote agriculture Miami-Dade County.

LAND USE POLICY 8O: Zoning overlay for business and industrial zoning districts in rural and agricultural area.

LAND USE ELEMENT

"Agriculture" (Pages I-46, 47)

"Agricultural Subarea 1 (East Everglades Agricultural Area)" (Pages I-47, 48)

"Thematic Resource Districts" (Page I-47)

"Ultimate Development Area" (Page I-63, 64)

LAND USE CONCEPT 14: Encourage agriculture

CONSERVATION POLICY 6C: Protect soils with good potential for agricultural use

AIRPORT/AVIATION COMPATIBLE USES

LAND USE POLICY 4B: Uses protected from encroachment by residential uses.

LAND USE POLICY 4F: Implement the Homestead Air Force Base Air Installation Compatible Use Zone (AICUZ) Report guidelines

LAND USE CONCEPT 12: Prohibit new residential near airport noise impact zones.

AVIATION OBJECTIVE 5: Airport access roadways.

AVIATION OBJECTIVE 6: Compatibility aviation facilities and operations natural environment.

AVIATION POLICY 6A: Future aviation facilities will produce no significant adverse impact on Conservation Areas, Everglades Park, environmental areas

AVIATION OBJECTIVE 7: Compatibility between airports and surrounding communities.

AVIATION POLICY 7A: Implement the Homestead Air Force Base Air Installation Compatible Use Zone (AICUZ).

AVIATION POLICY 7B: Implement FAA's Noise Compatibility Studies

AVIATION POLICY 7D: Landbank suitable sites of a new supplemental air carrier airport

AVIATION POLICY 7E: Maximize compatibility of land use around airports

AVIATION FACILITIES IMPROVEMENT MAP: (Page II-47+)

AVIATION FACILITIES IMPROVEMENTS: (Page II-54+)

BISCAYNE BAY/BEACHES & SHORES/COASTAL WETLANDS

LAND USE POLICY 3B: Natural resources and systems protected from incompatible land use

LAND USE POLICY 3E: By January 1, 2002, develop and initiate integrated land use and water management plan for southeastern County, known as the South Dade Land Use and Water Management Plan. To identify and protect lands, including their uses and functions, that are

essential for preserving the environmental, economic, and community values of Biscayne National Park; to identify and establish mechanisms for protecting constitutional private property rights of owners of land identified in 3(a) above; to support a viable, balanced economy including agriculture, recreation, tourism, and urban development in the Plan area; and to assure compatible land uses and zoning decisions in the Study Area consistent with long term objectives for a sustainable South Miami-Dade .

LAND USE CONCEPT 4: Maximize public ownership of beaches.

LAND USE TEXT: "Beaches, Shores, Estuaries, Rivers, Bays, Lakes and Harbors" (Page I-65)

CONSERVATION POLICY 7A: Limitations on degradation or destruction of wetlands

CONSERVATION POLICY 7E: Wetlands given high priority for acquisition

COASTAL OBJECTIVE 1: Protect, coastal wetlands

- COASTAL POLICY 1A: Tidally connected mangroves designated "Mangrove Protection Areas:" and limitations on cutting and pruning.
- Oleta River State Recreation Area
- Haulover Park
- Bird Key (privately owned)
- Near-shore islands and northwestern shoreline of Virginia Key
- The western shore of Key Biscayne
- Bear Cut Preserve
- The Cocoplum Mangrove Preserve
- Matheson Hammock Park
- R. Hardy Matheson Preserve
- Chapman Field Park
- The Deering Estate and Chicken Key
- Paradise Point south shoreline (privately owned)
- Coastal mangrove and scrub forests within and adjacent to Biscayne National Park and Everglades National Park
- Coastal Mangrove and scrub forest adjacent to Card Sound

In these areas no cutting, trimming, pruning or other alteration of mangroves shall be permitted except for purposes of surveying or for projects that are: (1) necessary to prevent or eliminate a threat to public health, safety or welfare; (2) water dependent; or 3) clearly in the public interest and where no reasonable upland alternative exists. In such cases, the trimming or alteration shall be kept to the minimum, and done in a manner which preserves the functions of the mangrove system, and does not reduce or adversely affect habitat used by endangered or threatened species.

COASTAL POLICY 1B: Natural surface water flow regimes into and through coastal wetland systems will be restored and maintained to the maximum extent possible.

COASTAL POLICY 1D: Mangrove coastal hammock protected, and incorporated into landscaping plans.

COASTAL POLICY 1E: Create equal value if coastal wetland degraded

COASTAL POLICY 1G: Limitations on dredging or filling in Dumfoundling Bay, Biscayne Bay, or Card Sound

COASTAL OBJECTIVE 2: Protect, beaches dunes offshore reefs communities.

COASTAL POLICY 2B: Stabilize Beaches with dunes.

COASTAL POLICY 4F: Marine facilities shall minimize Manatee- boat travel patterns.

COASTAL POLICY 4G: Powerboat slips marinas shall be consistent with Manatee Protection Plan

COASTAL POLICY 5C: High priority on acquisition of coastal lands

COASTAL POLICY 5F: Criteria used to determine appropriateness of sites for marina/water-dependent projects:

- i) Construction or subsequent operation of any proposed marina/ water-dependent project shall not destroy or degrade:
 - a. Hammocks, pinelands, or salt marshes, or
 - b. Mangrove Protection Areas, or
 - c. Seagrass or hard bottom communities, or
 - d. Habitats used by endangered or threatened species.
- ii) Where applicable, the proposed marina/water-dependent project site shall have:
 - a. A minimum depth of 4 feet at mean low tide in the proposed marina basin and access channel, and direct access to the Intracoastal Waterway or to another dredged channel or area with a minimum of 6 feet at mean low tide, and
 - b. Good landside accessibility.
- iii) The proposed marina/water-dependent facility shall be:
 - a. Compatible with existing, surrounding land uses, and
 - b. Of sufficient size to accommodate project and the required parking, and
 - c. Consistent with the requirements of Miami-Dade County's Shoreline Development Review process, as specified in Chapter 33D of the Code of Miami-Dade County, as may be amended from time to time.
- iv) The proposed marina/water-dependent facility shall:
 - a. Preserve or improve traditional public shoreline uses and public access to estuarine and coastal waters, and
 - b. Preserve or enhance the quality of the estuarine and coastal waters, water circulation, tidal flushing and light penetration, and
 - c. Preserve archaeological artifacts or zones and preserves or sensitively incorporate historic sites, and
 - d. Where applicable, provide a hurricane contingency plan.

COASTAL OBJECTIVE 5: Increase shoreline water-dependent, and publicly accessible uses.

COASTAL POLICY 6D: Protect water areas traditionally used by public

COASTAL POLICY 5E: Use of causeways, rights-of-way at shorelines sought to provide public access.

PORT OF MIAMI RIVER POLICY 1A: Construct new berths and terminals

PORT OF MIAMI RIVER POLICY 1B: Construct the parking, roads to service new terminals.

PORT OF MIAMI RIVER POLICY 1C: Rehabilitate existing terminals

BUSINESS AND OFFICE/COMMERCIAL

LAND USE POLICY 4D: Uses supportive but potentially incompatible within neighborhoods, with proper design solutions

LAND USE POLICY 1H: Business at nodes major roadway intersections, not necessarily by location at the intersection.

LAND USE POLICY 1B: Regional shopping centers, office centers sited at locations multi-modal accessibility.

LAND USE POLICY 8B: Retail and offices reflect distribution population.

"Commercial Uses (in Residential Communities)" (Pages I-29 to I-31)

"Business and Office" (Pages I-35 to I-36)

"Office/Residential" (Pages I-36 to I-37)

LAND USE CONCEPT 11: Allocate sites for business to accommodate future employment.

LAND USE CONCEPT 13: Avoid scattering commercial employment.

MASS TRANSIT POLICY 4B: Provide network to facilitate access to centers of employment, and commercial, activity.

COASTAL HIGH HAZARD AREA

LAND USE POLICY 3D: No growth-subsidizing programs which promote residential development on barrier islands.

TRAFFIC CIRCULATION POLICY 6A: Avoid transportation improvements which encourage development in coastal high hazard areas

COASTAL POLICY 9B: Amendments not approved in Coastal High Hazard Areas if decrease roadways LOS.

COASTAL POLICY 9F: Public expenditures that subsidize infrastructure to encourage population growth in Coastal High Hazard Areas should be prohibited, exceptions noted.

COASTAL POLICY 9C: Consider undeveloped land vulnerable storm surges for public or private recreational uses and open space.

COASTAL POLICY 9D: New facilities which function during a hurricane not be permitted Coastal High Hazard Area

COASTAL POLICY 10E: Hurricane pre-disaster planning.

CAPITAL IMPROVEMENTS OBJECTIVE 2: Development in high hazard coastal areas retained at permitted levels,

CAPITAL IMPROVEMENTS POLICY 2A: Public funds not used to intensify subsidize increased overall density or intensity of urban development in high hazard coastal areas.

CAPITAL IMPROVEMENTS POLICY 2B: Limits on replacement of infrastructure in high hazard coastal areas

COMPATIBILITY OF LAND USES

LAND USE POLICY 1E: Facilitate the planning of residential areas as neighborhoods.

LAND USE POLICY 3B: Natural resources protected from incompatible land use.

LAND USE POLICY 7A: Encourage variety land uses around rapid transit developed as "urban centers.

LAND USE POLICY 4A: Factors to evaluate compatibility among proximate land uses.

LAND USE POLICY 4B: Uses protected from encroachment by residential uses.

LAND USE POLICY 4C: Neighborhoods protected from disrupted or degrading

LAND USE POLICY 4D: Potentially incompatible uses permitted with design.

LAND USE POLICY 4F: Implement the Homestead Air Force Base Air Installation Compatible Use Zone (AICUZ) Report.

LAND USE POLICY 6L: Through the Historic Preservation Division establish thematic Resource Districts (TRDs).

LAND USE POLICY 8A: Accommodate residential development in suitable locations.

LAND USE POLICY 8F: CDMP Applications amendments evaluated for

iii) Compatible with abutting and nearby land uses and protect the character of established neighborhoods; and.

LAND USE POLICY 9E: Enhance and formalize its standards ensuring compatibility

LAND USE CONCEPT 12: Prohibit new residential development near airport noise impact zones.

"Industrial and Office" (Pages I-33 to I-34)

"Restricted Industrial and Office" (Page I-34)

"Uses and Zoning Not Specifically Depicted" (Page I-34)

"Other Land Uses Not Addressed" (Page I-61)

TRAFFIC CIRCULATION POLICY 6F: Design new roadways compatible with environment, adjacent development.

AVIATION OBJECTIVE 8: Maximize compatibility airports communities.

AVIATION POLICY 8A: Implement the Homestead Air Force Base Air Installation Compatible Use Zone (AICUZ) Report guidelines.

AVIATION POLICY 8B: Implement FAA's Noise Compatibility Studies.

AVIATION POLICY 8D: Landbank suitable sites new supplemental air carrier airport amend the land use element to provide for compatible uses in the surrounding area.

PORT OF MIAMI RIVER OBJECTIVE 1: Protect from incompatible land uses.

MIAMI RIVER OBJECTIVE 3: Operate Port to minimize impacts water quality and adjacent land uses.

HOUSING POLICY 7B: Protect new residential developments from potentially adverse environmental impact.

CONSERVATION POLICY 1C: Residential and high occupancy uses not located in areas impacted by stationary sources of air pollutant emissions.

CONSERVATION POLICY 6A: Mineral extraction protected from encroachment by incompatible uses.

COASTAL POLICY 5F: Water dependent facilities shall be

iii) The proposed marina/water-dependent facility shall be:

a) Compatible with existing, surrounding land uses,

WATER AND SEWER POLICY 1F: Assure compatibility of land uses in vicinity of water and wastewater treatment facilities.

INTERGOVERNMENTAL COORDINATION POLICY 1F: Consider compatibility with adopted land use plans of adjacent municipalities.

CONGREGATE LIVING FACILITIES

INTERPRETATION OF THE LAND USE PLAN MAP: "Congregate Living Facilities, Group Homes, Foster Homes, Nursing Homes, and Day Care Facilities" (Page I-28)

HOUSING OBJECTIVE 9: Provide for special housing needs.

HOUSING POLICY 9D: Monitor group homes avoid undue concentration and expand alternatives to institutionalization.

HOUSING POLICY 9E: Allow, group homes owner-occupied six-or-fewer beds.

CONSISTENCY WITH THE LAND USE PLAN AND LUP MAP

LAND USE POLICY 2B: Priority services and facilities first Second priority shall support the staged development of the Urban Expansion Area Urban services and facilities which support or encourage urban Avoid development in Agriculture and Open Land except localized needs.

LAND USE POLICY 3A: Development consistent with Conservation and Coastal Management Elements.

LAND USE POLICY 3B: Significant natural resources and systems protected from incompatible land use

LAND USE OBJECTIVE 4: Reduce land uses inconsistent with the LUP map

LAND USE OBJECTIVE 5: Activities consistent with the adopted Population Projections, and Land Use Plan (LUP) map.

LAND USE POLICY 5C: Public services and facilities consistent with the "Population Projections.

LAND USE POLICY 8E: Maintenance of internal consistency among all Elements.

LAND USE POLICY 8F: Amendments to the CDMP Land Use Plan map evaluated extent to which

i) Satisfy deficiency projected population

ii) Enhance LOS Standards;

iii) Compatible

iv) Enhance environmental or historical resources,

v) Promotes transit ridership.

TRAFFIC CIRCULATION OBJECTIVE 4: Traffic Circulation Element will be coordinated with Land Use Element, and LUP map.

TRAFFIC CIRCULATION POLICY 4A: Traffic Circulation Element consistent with Land Use Element.

TRAFFIC CIRCULATION POLICY 4B: (LUP) map guide the planning of future transportation corridors

MASS TRANSIT OBJECTIVE 2: Coordinate efficient transit service with future Land Use Plan Map.

AVIATION POLICY 7A Future aviation facilities will produce no adverse impact Conservation Areas, Everglades National Park, wellfield protection.

WATER AND SEWER OBJECTIVE 1: Water, and sewage plans based on future land use element.

WATER AND SEWER POLICY 3A: Improvements criteria:

Protect health, safety

3) Unserved developed areas within the UBD.

4) Identified in adopted functional plans...

7) Sewer...

c. Designation on the Land Use Plan map residential. ...

WATER AND SEWER POLICY 3B: Improvements schedule included in the CIE

CONTIGUOUS DEVELOPMENT/AVOIDANCE OF SPRAWL

LAND USE POLICY 2B: Priority services and facilities first (UDB) (LUP) map. Second (UEA). Avoid in Agriculture and Open Land.

LAND USE OBJECTIVE 1: Urban growth emphasize concentration and intensification around centers of activity, renewal and rehabilitation contiguous urban expansion.

LAND USE POLICY 1 Prevent discontinuous, scattered development at urban fringe and Agriculture Areas.

LAND USE POLICY 8E: No LUP map amended for urban expansion unless traffic circulation, mass transit, water, sewer, solid waste, drainage and park and recreation facilities and associated funding.

LAND USE POLICY 8G: (UDB) capacity residential demand 10 years after adoption (EAR) plus a 5-year surplus

LAND USE POLICY 8H: Amendment to add land to the UDB.

i) The following areas shall not be considered:

a. The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 12 Street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;

b. Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;

c. The Redland area south of Eureka Drive; and

ii) The following areas shall be avoided:

a. Future Wetlands delineated in the Conservation and Land Use Element;

b. Land designated Agriculture on the Land Use Plan map;

c. Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge; and

iii) The following areas shall be given priority for inclusion, subject to conformance with Policy 7G and the foregoing provision of this policy:

a. Land within Planning Analysis Tiers having the earliest projected supply depletion year;

b. Land contiguous to the UDB;

c. Locations within one mile of a planned urban center or extraordinary transit service; and

d. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

LAND USE POLICY 10A: Facilitate contiguous, infill, redevelopment, high intensity mixed use
LAND USE CONCEPT 5 Encourage more compact urban form.

LAND USE CONCEPT 6: Maximize efficiency existing facilities and support mass transit.

LAND USE CONCEPT 13: Avoid scattering industrial and commercial locations.

"Urban Development Boundary" (Page I-45)

"Urban Expansion Area" (Page I-46)

MASS TRANSIT POLICY 2C: balance existing service area, and future within.

WATER AND SEWER OBJECTIVE 1: Water supply, and sewage in conformance future land use element.

CONSERVATION OBJECTIVE 5 Implement stormwater master plans, Outside not provide drainage facilities impair flood protection exacerbate urban sprawl or reduce water storage.

ECONOMIC GROWTH

LAND USE POLICY 1K: Improve Community Development Block Grant (CDBG)-eligible areas, enhance Enterprise Zone programs

LAND USE POLICY 1B: Structuring elements of the metropolitan area

LAND USE POLICY 8F: Amendments to CDMP LUP Map evaluated

i) Satisfy deficiency accommodate projected population...

LAND USE CONCEPT 11: Allocate sites future employment needs.

HOUSING POLICY 6B: Use incentives, enterprise zone designations in infill sites

AVIATION OBJECTIVE 9: Support economic growth.

ELDERLY/ HANDICAPPED

MASS TRANSIT OBJECTIVE 4: Provide convenient, accessible and affordable

MASS TRANSIT OBJECTIVE 5: Provide services to all groups including special transportation needs.

HOUSING OBJECTIVE 1: Promote housing choice, segregation indices.

HOUSING OBJECTIVE 9: Provide special housing needs.

HOUSING POLICY 9B: Accommodate physically disabled,

HOUSING POLICY 9C: Provide housing opportunities homeless, elderly, and disabled.

ENDANGERED SPECIES/ WILDLIFE

CONSERVATION POLICY 7A: Wetlands Habitats critical to endangered or threatened species shall not be destroyed.

CONSERVATION OBJECTIVE 9: Freshwater fishes and wildlife conserved and retain net amount of habitat critical.

CONSERVATION POLICY 9A: Prohibit activities that adversely affect, endangered or threatened species unless public necessity and no alternative.

CONSERVATION POLICY 9B: Nesting, roosting and feeding habitats used by federal or State designated endangered or threatened species, shall be protected and buffered from surrounding development or activities, where necessary.

CONSERVATION POLICY 9C: Rookeries and nesting sites protected.

CONSERVATION POLICY 9F: open space and wetland mitigation areas shall include wildlife habitats.

COASTAL POLICY 5F: Marina/water-dependent projects:

- i) shall not destroy.
- d. Habitats used by endangered species. ...

ENERGY EFFICIENCY/ CONSERVATION

LAND USE OBJECTIVE 10: Energy efficient development encouraged

LAND USE POLICY 10A: Facilitate contiguous urban development, infill, redevelopment high intensity activity centers, transit supportive and mixed use

LAND USE CONCEPT 5: Encourage compact urban form.

TRAFFIC CIRCULATION OBJECTIVE 6: Transportation system to preserve environmentally sensitive areas, and conserve energy.

TRAFFIC CIRCULATION POLICY 6E: Support programs which conserve energy.

HOUSING OBJECTIVE 7: Use of housing design to encourage energy.

SOLID WASTE POLICY 5A: Balanced program of recycling, resources recovery, and landfilling.

ENVIRONMENTAL PROTECTION/NATURAL RESOURCES

LAND USE OBJECTIVE 3: Management practices of development and redevelopment shall ensure protection of natural resources and systems.

LAND USE POLICY 3B: Natural resources and systems protected incompatible land use

LAND USE POLICY 8A: Accommodate residential development to avoid natural resource degradation;

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- iv) Enhance or degrade environmental resources,
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective 7, herein.

LAND USE ELEMENT:

"Environmental Protection" (Pages I-52 to I-57)

"Wetlands" (Pages I-66, I-72)

LAND USE CONCEPT 2: Preserve land with valuable environmental characteristics,

LAND USE CONCEPT 3: Restrict development in particularly sensitive and unique natural areas.

TRAFFIC CIRCULATION OBJECTIVE 6: Develop transportation system that preserves environmentally sensitive areas, and natural resources.

TRAFFIC CIRCULATION POLICY 6A: Avoid transportation improvements in coastal high hazard areas or environmentally sensitive areas.

TRAFFIC CIRCULATION POLICY 6B: Land access interchanges not constructed to provide access to environmental protection areas.

TRAFFIC CIRCULATION POLICY 6C: If no alternative needed transportation facilities may traverse environmental protection or conservation areas.

TRAFFIC CIRCULATION POLICY 6D: New roadways control soil erosion, minimize storm runoff.

AVIATION OBJECTIVE 7: Maximize natural environment.

AVIATION POLICY 7A: Aviation facilities no significant adverse impact on Conservation Areas, Everglades Park, and wellfield protection areas.

AVIATION POLICY 8C: Identify a site new supplemental air carrier airport suitable in the area outside environmental protection areas.

HOUSING OBJECTIVE 7: Encourage housing design enhance the overall health.

CONSERVATION POLICY 3E: Reserve the area west of the Turnpike, north of NW 12 Street for limestone mining and do not urbanize.

CONSERVATION OBJECTIVE 8: Upland forests protected.

CONSERVATION POLICY 8E: Mitigation and management plan to maintain the remaining forest lands.

CONSERVATION POLICY 8K: Miami-Dade County lands to include federally or State listed plants, and native plants and/or xeriscape plant material, wherever feasible.

RECREATION AND OPEN SPACE POLICY 6D: use of native plant materials for park landscaping

WATER AND SEWER POLICY 1A: ... water and sewer service avoided in Environmental Protection areas

COASTAL MANAGEMENT POLICY 4A: Protect Areas used for nesting, feeding by endangered and threatened species

COASTAL MANAGEMENT POLICY 4B: Establish, wildlife corridors in coastal locations.

COASTAL MANAGEMENT POLICY 4C: Travel corridors used by endangered or threatened species shall be protected to the extent possible from alteration and human activities that would further imperil those species.

FLOOD PROTECTION/DRAINAGE

LAND USE OBJECTIVE 3: Development shall consider constraints posed by water table level, ... and hurricane and other flood hazards ...

LAND USE CONCEPT 3: Development in areas suitable due to water table level degree of flood hazard.

TRAFFIC CIRCULATION POLICY 6D: New roadways minimize storm runoff, and avoid changes in drainage patterns.

CONSERVATION POLICY 2A: Priority listings of stormwater/drainage

CONSERVATION POLICY 4A: Maintain the aquifer-recharge values of wetlands/no further positive drainage.

CONSERVATION OBJECTIVE 5: Develop stormwater master plans. Plans for all basins completed by 2007; Outside UDB limit additional drainage facilities

CONSERVATION POLICY 5E: Establish a priority listing of stormwater drainage and aquifer recharge improvements

CONSERVATION POLICY 6C: Protect soils with good potential for agricultural use without additional drainage of wetlands.

FRESHWATER WETLANDS/AQUIFER RECHARGE

LAND USE POLICY 3B: Protected from incompatible land use inland wetlands, future potable water-supply wellfield areas.

CONSERVATION OBJECTIVE 4: Maintain aquifer recharge and storage in western and southern Miami-Dade County.

CONSERVATION POLICY 4A: No positive drainage of wetlands.

CONSERVATION POLICY 4C: Fill encroachment criteria established by DERM shall govern

CONSERVATION OBJECTIVE 7: Protect and preserve Future Wetlands identified in the Land Use Element.

CONSERVATION POLICY 7A: Limitations degradation or destruction of wetlands Habitats critical to endangered species not destroyed.

CONSERVATION POLICY 7E: Wetlands on Save Our Rivers or EEL acquisition lists given high priority

HISTORICAL/ARCHAEOLOGICAL RESOURCES

LAND USE OBJECTIVE 6: Protect, historical, sites seek addition of 30 new listings by 2000, and 50 percent by the year 2005.

LAND USE POLICY 6A: Identify, properties of historic, significance.

LAND USE POLICY 6L: Through the Historic Preservation Division establish thematic Resource Districts (TRDs).

LAND USE POLICY 8F: Evaluate amendments to the CDMP LUP.

HOUSING OBJECTIVE 5: Reduce by 30 percent substandard housing units by encouraging conservation of historic structures.

HOUSING POLICY 5E: Identify, and protect historically significant housing pursuant Historic Preservation Ordinance.

COASTAL POLICY 5F: The siting of water dependent facilities shall be based on upland, shoreline and in-water characteristics, as well as submerged land ownership. At a minimum, the following general criteria shall be used to determine the appropriateness of sites within the Coastal Area for marina/water-dependent projects: ...

- iv) Marina/water-dependent facility shall:
- c. Preserve archaeological artifacts or zones incorporate historic sites,

HURRICANE EVACUATION & SHELTER

LAND USE OBJECTIVE 3: Development and redevelopment shall respond to constraints posed by ... and hurricane hazards.

LAND USE POLICY 3D: Facilities and services evacuation of already-developed barrier islands in advance hurricanes shall be a priority of County's transportation planning.

TRAFFIC CIRCULATION POLICY 4D: County priority transportation planning timely evacuation islands in advance hurricanes.

COASTAL OBJECTIVE 8: Existing time period required to evacuate be maintained. Shelter capacity increased.

COASTAL OBJECTIVE 9: Direct future population concentrations away from (CHHA) and "V" Zone.

COASTAL POLICY 11G: Evacuation routes shall be improved

CAPITAL IMPROVEMENTS POLICY 2B: Replacement of infrastructure in high hazard coastal areas.

INDUSTRIAL DEVELOPMENT

LAND USE POLICY 4C: Neighborhoods shall be protected from intrusion.

LAND USE POLICY 1B: Industrial complexes, sited at locations with good countywide, multi-modal accessibility.

LAND USE ELEMENT: "Industrial and Office" (Pages I-33 to I-34)

LAND USE CONCEPT 11: Allocate sites for industrial.

LAND USE CONCEPT 13: Avoid scattering of industrial locations.

HOUSING POLICY 6B: Use incentives, including enterprise zone to attract industries.

INFILL/REDEVELOPMENT/REHABILITATION

LAND USE OBJECTIVE 1: Urban growth through 2015 emphasize, renewal and rehabilitation of blighted areas.

LAND USE POLICY 1C: Priority to infill development.

LAND USE POLICY 1K: Improve Community Development Block Grant (CDBG)-eligible areas, Enterprise Zone programs.

LAND USE POLICY 1M: Priority to eliminating infrastructure deficiencies in blighted areas.

LAND USE POLICY 1N: Avoid disincentives to redevelopment of blighted areas.

LAND USE POLICY 1O: Miami-Dade County shall continue to support the Metro-Miami Action Plan to improve conditions of disadvantaged groups of the community.

LAND USE POLICY 10A Facilitate infill, redevelopment of substandard or underdeveloped urban areas.

LAND USE CONCEPT 8: Avoid scattering of industrial locations.

HOUSING OBJECTIVE 5: Reduce substandard housing by encouraging, rehabilitation

INTERGOVERNMENTAL COORDINATION

INTERGOVERNMENTAL COORDINATION OBJECTIVE 7: Encourage the achievement of a coordinated strategy for regional economic development.

INTERGOVERNMENTAL COORDINATION POLICY 7A: Conduct or promote collaborative research efforts to better understand the impacts and benefits of sports and entertainment, international business, tourism and other economic development activities.

INTERGOVERNMENTAL COORDINATION POLICY 7B: Encourage the development of a South Florida Regional International Affairs Consortium to address regional issues concerned with international trade and business.

INTERGOVERNMENTAL COORDINATION POLICY 7C: Promote the integration of economic development efforts with Statewide initiatives.

LEVELS OF SERVICE

LAND USE OBJECTIVE 2: Future land use, and urban expansion based upon feasibility of providing, all urbanized areas minimum (LOS).

LAND USE POLICY 2A: Development orders meeting of Service (LOS) standards in (CIE).

LAND USE POLICY 2B: Priority services and facilities first (UDB). Second (UEA). Avoid Agriculture and Open Land.

LAND USE POLICY 7E: Internal consistency among all Elements LUP map not amended.

LAND USE POLICY 8F: Amendments to the CDMP unless facilities & funding in Plan LUP map

ii) Evaluated if effects LOS; ...

TRAFFIC CIRCULATION OBJECTIVE 1: Desirable all roadways operate at (LOS) C or better.

TRAFFIC CIRCULATION POLICY 1A: [Minimum Traffic LOS standard for roadways.]

MASS TRANSIT OBJECTIVE 1: Mass transit system shall operate level of service

MASS TRANSIT POLICY 1A: [Proscribes the minimum LOS standard for mass transit service.]

HOUSING POLICY 6A: New residential development only if adequate level of services and facilities.

CONSERVATION POLICY 5A: [Proscribes the minimum LOS standard for flood protection/drainage]

WATER AND SEWER POLICY 2A: [Proscribes the minimum level of service standards for potable water and sanitary sewer.]

WATER AND SEWER POLICY 2B Development order contingent on LOS or concurrency.

WATER AND SEWER OBJECTIVE 3: Level of service for public facilities through projects listed in the Capital Improvements Element.

RECREATION & OPEN SPACE POLICY 2A (LOS) standard recreation open space.

i) 2.75 acres of local recreation open space per 1,000 permanent residents;

ii) A County-provided, or an annexed or incorporated, local recreation open space of 5 acres or larger must exist within a 3-1/2 mile distance from the residential development;

iii) The acreage/population measure of the Level of Service Standard will be calculated for each Park Benefit District (PBD) identified in Figure 1;

iv) For purposes of issuing residential development orders, the minimum LOS standard shall not apply to rural and agricultural residences outside the Urban Development Boundary (UDB); and

v) For purposes of issuing residential development orders, a PBD is considered below standard if the projected deficiency is greater than five acres. This does not relieve applicants for development orders from applicable requirements for contributions or impact fees.

COASTAL POLICY 9B: Land use amendments in Coastal High Hazard Areas.

CAPITAL IMPROVEMENTS OBJECTIVE 1: CIE maintain adopted level of service (LOS) standards.

CAPITAL IMPROVEMENTS OBJECTIVE 3: Land use decisions will not degrade adopted LOS.

CAPITAL IMPROVEMENTS POLICY 3C: [Contains the Potable Water, Sewer, Solid Waste, Traffic Circulation, Mass Transit, Park and Recreation, Drainage Levels of Service as proscribed in the individual elements.]

MASS TRANSIT/MULTIMODAL ACCESS

LAND USE POLICY 1A: Urban centers facilitated by countywide multimodal accessibility.

LAND USE POLICY 1B: Major centers of activity, sited at locations with good countywide, multi-modal accessibility.

LAND USE POLICY 8E: LUP map not be amended to provide urban expansion unless mass transit

LAND USE OBJECTIVE 10: Energy efficient development multimodal transportation systems.

LAND USE POLICY 10A: Facilitate mass transit supportive development.

INTERPRETATION OF THE LAND USE PLAN MAP: "Urban Center" (Pages I-37 to I-40)

LAND USE CONCEPT 6: Pattern development to mass transit systems.

TRAFFIC CIRCULATION POLICY 6E: Pursue and support (rapid transit, express buses).

MASS TRANSIT OBJECTIVE 2: Coordinate the provision of efficient transit service with the location and intensity of designated future land use patterns as identified on the Land Use Plan Map, and the goal, objectives and policies of the land use element.

MASS TRANSIT POLICY 2A: Transit system improvements support Land Use Plan Map.

MASS TRANSIT POLICY 2C: Balanced transit system improvements.

MASS TRANSIT OBJECTIVE 4: Provide mass transit.

MASS TRANSIT POLICY 4A: Provide mass transit service appropriate for activity centers.

MASS TRANSIT POLICY 4B: Provide a network of regular and/or special services to major centers of activity.

MASS TRANSIT OBJECTIVE 5: Provide equitable transportation services to all.

MASS TRANSIT OBJECTIVE 7: Protect strategies for Mass Transit rights-of-way and transit corridors.

MASS TRANSIT POLICY 7B: Preservation of planned mass transit rights-of-way and exclusive corridors.

MASS TRANSIT POLICY 7C: High capacity transit modes in urban corridors.

MASS TRANSIT OBJECTIVE 8: Encourage ease of transfer with other modes.

MASS TRANSIT POLICY 8A: Enhance ease of transfer with other modes.

MASS TRANSIT POLICY 8E: Highway improvements to accommodate mass transit services.

MASS TRANSIT MAPS: (Pages II-9-11)

CONSERVATION POLICY 1B: Significant enhance transit services transportation system management (TSM) programs

TRANSPORTATION MULTIMODAL POLICY 1D: Pursue development of intermodal facilities

MIAMI RIVER

PORT OF MIAMI RIVER OBJECTIVE 1: Protect from incompatible land uses.

PORT OF MIAMI RIVER POLICY 1B: Along the River west of NW 27 Avenue, water dependent and/or water related uses.

PORT OF MIAMI RIVER OBJECTIVE 2: Promote marine activity.

PORT OF MIAMI RIVER POLICY 2A: Prepare study of the future of water dependent/related uses on the Miami River.

PORT OF MIAMI RIVER POLICY 2B: Improve roadway access shipping terminals expressway system.

PORT OF MIAMI RIVER POLICY 2C: Improve vitality and minimize traffic conflicts.

PORT OF MIAMI RIVER OBJECTIVE 3: Minimize impacts to estuarine water quality and adjacent land uses.

PORT OF MIAMI RIVER POLICIES 3A: Remove polluted sediments from River.

PORT OF MIAMI RIVER MAP: (Page IV-35)

LAND USE ELEMENT:

"Industrial and Office" (Pages I-33-34)

"Mineral Resources" (Page I-66)

CONSERVATION POLICY 3E: Area west of the Turnpike, reserved for limestone mining.

CONSERVATION OBJECTIVE 6 Mineral resources shall be appropriately utilized.

CONSERVATION POLICY 6A: Areas of mineral extraction protected from incompatible uses.

MIXED USE

LAND USE POLICY 4D: Potentially incompatible uses permitted where design solutions integrate the compatible and complementary elements and buffer any potentially incompatible elements.

LAND USE POLICY 1E: Facilitate planning of residential areas as neighborhoods.

LAND USE POLICY 9D: Facilitate mixing of uses in projects and communities.

LAND USE POLICY 10A: Facilitate mixed use projects to promote energy conservation.

LAND USE CONCEPT 8: Rejuvenate decayed areas with activity centers containing a mixture of uses.

MASS TRANSIT POLICY 4A Provide mass transit service for activity centers.

PEDESTRIAN AND BICYCLE SAFETY/ MOVEMENT

LAND USE POLICY 1E: Facilitate the planning of residential areas as neighborhoods with pedestrian and bicycle traffic.

LAND USE ELEMENT: Guidelines for Urban Form

TRANSPORTATION MULTIMODAL OBJECTIVE 2: Accommodate the safe and convenient movement of pedestrians and non-motorized vehicles.

TRANSPORTATION MULTIMODAL POLICY 2A: Promote Countywide system of interconnected designated bicycle ways, and implement Bicycle Plan.

TRANSPORTATION MULTIMODAL POLICY 2B: Develop greenways network for travel by pedestrians and non-motorized vehicles.

TRANSPORTATION MULTIMODAL POLICY 2D: Priority for constructing new sidewalks.

TRANSPORTATION MULTIMODAL POLICY 2E: Use of utility easements and rights-of-way for bicycle ways.

TRANSPORTATION MULTIMODAL POLICY 2G: Require bicycle for any new road construction, designated by Bicycle Plan.

MASS TRANSIT POLICY 8A: Mass Transit facilities incorporate provisions enhance transfer with other modes.

RECREATION AND OPEN SPACE POLICY 3A: Improve access to parks for bicycles and pedestrians.

POPULATION PROJECTIONS

LAND USE POLICY 5C: Planning activities public services and facilities shall be consistent with "Population Projections."

LAND USE POLICY 5D: New population estimates and projections may be used when filed by DP&Z.

LAND USE POLICY 8B: Commercial uses shall reflect the spatial distribution of population.

LAND USE POLICY 8F: Amendments to CDMP LUP Map--To accommodate projected population growth the County; ...

RAPID TRANSIT STATIONS AND CORRIDORS/LAND USE

LAND USE OBJECTIVE 7: Development in transit corridors to promote pedestrianism and transit use.

LAND USE POLICY 7A: Encourage particular development around rapid transit stations as "urban centers."

LAND USE POLICY 7B: County and municipalities accommodate development around rapid transit stations

LAND USE POLICY 7E. Uses not conducive to public transit ridership should not be permitted within 1/4 mile of transit stations.

LAND USE POLICY 7F. Minimum densities and intensities required around rapid transit stations.

LAND USE POLICY 8F: CDMP LUP Map amendments evaluated if
v) Promotes transit ridership and pedestrianism.

RESIDENTIAL COMMUNITIES

LAND USE POLICY 1E: Facilitate the planning of residential areas as neighborhoods.

LAND USE POLICY 1F: Promote implementation of "Guidelines for Urban Form."

LAND USE POLICY 4C: Neighborhoods protected from intrusion by negative uses.

LAND USE POLICY 4D: Potentially incompatible uses permitted with design solutions.

LAND USE POLICY 8A: Accommodate residential development in suitable locations.

LAND USE ELEMENT, Interpretation of the LUP Map: (Pages I-19-33)

LAND USE CONCEPT 7: Preserve neighborhoods.

TRAFFIC CIRCULATION OBJECTIVE 5: Protect neighborhood integrity.

TRAFFIC CIRCULATION POLICY 5A: Avoid major thoroughfares and expressways.

TRAFFIC CIRCULATION POLICY 5B: Thoroughfares should not be designed to sever well-defined neighborhoods.

TRAFFIC CIRCULATION POLICY 5C: Discourage through traffic neighborhoods.

HOUSING POLICY 2B: Allow manufactured and mobile homes.

HOUSING POLICY 2C: Foster a diversity of affordable housing types.

HOUSING OBJECTIVE 5: Encourage conservation of the existing housing stock.

HOUSING OBJECTIVE 6: Increase, affordable housing opportunities.

HOUSING POLICY 6A: New residential development to be provided adequate level of services and facilities.

HOUSING POLICY 7B: Protect from potentially adverse environmental.

ROADWAYS/TRANSPORTATION CORRIDORS

LAND USE POLICY 1E: Residential areas to include convenient circulation of automotive.

LAND USE POLICY 1H: Business developments in the vicinity of major roadway intersections, not in continuous strips or as isolated spots, with the exception of small neighborhood nodes. Business. Granting of commercial zoning not necessarily warranted by its location at the intersection.

LAND USE POLICY 8E: Assure internal consistency if LUP map amended to provide for traffic circulation.

LAND USE POLICY 9B: Miami-Dade County shall continue to maintain, and enhance as necessary, regulations consistent with the CDMP which govern the use and development of land and which, as a minimum, regulate...

viii) On-site traffic flow and parking to ensure safety and convenience and that no avoidable off-site traffic flow impediments are caused by development.

TRAFFIC CIRCULATION OBJECTIVE 1: Desirable all roadways operate (LOS) C.

TRAFFIC CIRCULATION POLICY 1A: After update of Long Range Transportation Plan for submittal, pursuant to Chapter 163, Part II, F.S., proposals to enhance and revise the Submit Plan Amendments to Traffic Circulation and Mass Transit Subelements.

TRAFFIC CIRCULATION POLICY 1E: Improve efficiency by low-cost transportation system management techniques including, but not limited to, improved signal timing, and intersection signing, marking, channelization, and on-street parking restrictions.

TRAFFIC CIRCULATION OBJECTIVE 2: Reserve future needed rights-of-way and corridors

TRAFFIC CIRCULATION POLICY 2C: Advance rights-of-way shall be reserved or acquired.

TRAFFIC CIRCULATION OBJECTIVE 3: Emphasize safe and efficient management of traffic flow.

TRAFFIC CIRCULATION POLICY 3A: Control vehicular accessibility to major thoroughfares through adopted design standards and procedures.

TRAFFIC CIRCULATION POLICY 3B: Identify design improvements which may alleviate hazardous conditions

TRAFFIC CIRCULATION OBJECTIVE 4: Traffic Circulation element coordinated Land Use element.

TRAFFIC CIRCULATION POLICY 4A: Traffic Circulation Element shall be consistent Land Use Element.

TRAFFIC CIRCULATION POLICY 4B: LUP map guide planning of future transportation corridors.

TRAFFIC CIRCULATION POLICY 4C: Priority UBD, Second UEA Agriculture and Open Land

TRAFFIC CIRCULATION POLICY 4D: Priority in its facilities timely evacuation barrier islands

TRAFFIC CIRCULATION OBJECTIVE 5: Protect community and neighborhood integrity.

TRAFFIC CIRCULATION POLICY 5A: Avoid intrusion of major thoroughfares and expressways.

TRAFFIC CIRCULATION POLICY 5B: Do not sever or fragment well-defined neighborhoods.

TRAFFIC CIRCULATION POLICY 5C: Discourage through traffic in neighborhoods.

TRAFFIC CIRCULATION OBJECTIVE 6: Preserves environmentally sensitive areas.

TRAFFIC CIRCULATION POLICY 6A: Avoid improvements in coastal high hazard areas or environmentally sensitive areas.

TRAFFIC CIRCULATION POLICY 6B: Do not construct interchanges which provide access to environmental protection areas.

TRAFFIC CIRCULATION POLICY 6C: Traverse environmental protection or conservation areas, minimize the negative impact

TRAFFIC CIRCULATION POLICY 6E: Support transportation programs (e.g., rapid transit, express buses, high occupancy vehicles (HOV), bikeways) which conserve energy.

TRAFFIC CIRCULATION POLICY 6F: Design new roadways to be compatible, complement, and aesthetically pleasing.

TRAFFIC CIRCULATION POLICY 6G: Allow for linear landscaped open space and medians.

TRAFFIC CIRCULATION OBJECTIVE 8: Coordinate plans.

TRAFFIC CIRCULATION POLICY 8B: Coordinate MPO's development of the Long Range Transportation Plan Update, with the CDMP.

MASS TRANSIT OBJECTIVE 7: Protect Mass Transit rights-of-way and exclusive transit corridors.

MASS TRANSIT POLICY 7B: Preservation of planned mass transit rights-of-way and exclusive corridors.

MASS TRANSIT POLICY 7C: Provide for high capacity transit in congested urban corridors.

MASS TRANSIT POLICY 8A: Ease of transfer with other modes.

MASS TRANSIT POLICY 8E: Highway improvements to include provisions to accommodate mass transit services.

AVIATION OBJECTIVE 6: Increase capacity of airport access roadways.

AVIATION POLICY 6B: Coordinate transit linkages between Miami International Airport, Metrorail, and commuter rail.

AVIATION POLICY 6C: Use MPO to make roadway access to airports consistent.

MIAMI RIVER OBJECTIVE 2: Improve linkages between terminals on the Miami River and surface transportation.

MIAMI RIVER POLICY 2B: Miami-Dade County shall investigate and implement ways of improving roadway access between the Port of Miami River shipping terminals west of NW 27 Avenue and the adjacent expressway system.

MIAMI RIVER POLICY 2C: Minimize traffic conflicts on adjacent roadways.

CAPITAL IMPROVEMENTS POLICY 3C: 6-Year Schedule of Improvements based level of service standards: ... Traffic Circulation, Mass Transit, Park and Recreation, Drainage Levels of Service as proscribed in the individual elements.]

UPLAND FORESTS

LAND USE POLICY 3B: Protect from incompatible land use forested portions of Environmentally Sensitive Natural Forest Communities as identified in the Natural Forest Inventory shall be maintained and protected.

CONSERVATION OBJECTIVE 8: Natural Forest Inventory shall be maintained and protected.

CONSERVATION POLICY 8A: Specimen trees and Natural Forest Communities shall be protected.

CONSERVATION POLICY 8B: Hardwood hammocks and pinelands shall be given very high priority for public acquisition.

CONSERVATION POLICY 8C: Publicly owned Natural Forest protected.

CONSERVATION POLICY 8D: Hammocks or pinelands within development sites, given priority for designation as landscape and open space areas and left intact.

CONSERVATION POLICY 8E: Destruction of Natural Forest Communities kept to a minimum.

CONSERVATION POLICY 8K: County owned lands shall include federally or State listed plants, and native.

URBAN DEVELOPMENT BOUNDARY EXPANSION

LAND USE POLICY 3E: By January 1, 2002, develop and initiate integrated land use and water management plan for southeastern County, known as the South Dade Land Use and Water Management Plan To identify and protect lands, including their uses and functions, that are essential for preserving the environmental, economic, and community values of Biscayne National Park; to identify and establish mechanisms for protecting constitutional private property rights of owners of land identified in 3(a) above; to support a viable, balanced economy including agriculture, recreation, tourism, and urban development in the Plan area; and to assure compatible land uses and zoning decisions in the Study Area consistent with long term objectives for a sustainable South Miami-Dade.

LAND USE POLICY 8F: Applications requesting amendments to the CDMP Land Use Plan map shall be evaluated to consider consistency with the Goals, Objectives and Policies of all Elements, other timely issues, and in particular the extent to which the proposal, if approved, would:

- i) Satisfy a deficiency in the Plan map to accommodate projected population or economic growth of the County;
- ii) Enhance or impede provision of services at or above adopted LOS Standards;
- iii) Be compatible with abutting and nearby land uses and protect the character of established neighborhoods; and
- iv) Enhance or degrade environmental or historical resources, features or systems of County significance; and
- v) If located in a planned Urban Center, or within 1/4 mile of an existing or planned transit station, exclusive busway stop, transit center, or standard or express bus stop served by peak period headways of 20 or fewer minutes, would be a use that promotes transit ridership and pedestrianism as indicated in the policies under Objective 7, herein.

LAND USE POLICY 8G: (UDB) should contain capacity residential for 10 years after (EAR) plus 5-year surplus.

LAND USE POLICY 8H: When considering land areas to add to the UDB, after demonstrating that a countywide need exists,

When Amending UDB lands to not consider, avoid, and areas for priority for inclusion.

i) The following areas shall not be considered:

- a. The Northwest Wellfield Protection Area located west of the Turnpike Extension between Okeechobee Road and NW 12 Street, and the West Wellfield Protection Area west of SW 157 Avenue between SW 8 Street and SW 42 Street;
- b. Water Conservation Areas, Biscayne Aquifer Recharge Areas, and Everglades Buffer Areas designated by the South Florida Water Management District;
- c. The Redland area south of Eureka Drive; and

ii) The following areas shall be avoided:

- a. Future Wetlands delineated in the Conservation and Land Use Element;

- b. Land designated Agriculture on the Land Use Plan map;
 - c. Category 1 hurricane evacuation areas east of the Atlantic Coastal Ridge; and
- iii) The following areas shall be given priority for inclusion, subject to conformance with Policy 7G and the foregoing provision of this policy:
- a. Land within Planning Analysis Tiers having the earliest projected supply depletion year;
 - b. Land contiguous to the UDB;
 - c. Locations within one mile of a planned urban center or extraordinary transit service; and
 - d. Locations having projected surplus service capacity where necessary facilities and services can be readily extended.

EDUCATIONAL OBJECTIVE 1.6: School Board comments considered if impact the school district.

URBAN FORM

INTERPRETATION OF THE LAND USE PLAN MAP: "Guidelines for Urban Form" (Pages I-20, 21 and 23)

LAND USE POLICY 7A: Encourage particular development around rapid transit stations and develop as "urban centers.

LAND USE POLICY 1E: Facilitate the planning of residential areas as neighborhoods

LAND USE POLICY 1F: New residential development shall promote "Guidelines for Urban Form.

LAND USE POLICY 1G: Promote the inclusion of a variety of housing types in all residential communities.

LAND USE POLICY 1H: Business developments placed in nodes in the vicinity of major roadway intersections, not in continuous strips.

LAND USE POLICY 1I: Identify sites to serve as greenbelts.

LAND USE POLICY 4C: Residential neighborhoods shall be protected from intrusion by negative uses.

LAND USE POLICY 8A Accommodate residential development in suitable locations Density patterns should reflect the Guidelines for Urban Form.

LAND USE ELEMENT--GUIDELINES FOR URBAN FORM:

1. Section line roads--physical boundaries of neighborhoods.
2. Road system--continuous network, link neighborhoods, multiple points of access.
3. Activity Nodes at section line intersections.
4. Higher residential densities near activity nodes.
5. Transition areas near activity nodes--higher densities, public and semi-public uses.
6. Section line roads--higher residential densities, public, semi-public uses, and offices.
7. Section centers/half-section intersections--neighborhood-serving community facilities.
8. Pedestrian circulation between activity nodes, subdivisions--street connectivity, paths.
9. Pedestrian circulation--street edge, business entrances, pathways, and weather protection.
10. Alternatives to the walling of neighborhoods from arterials.
11. Canals, shoreline of private water bodies accessible to neighborhood residents.

URBAN SERVICES AND FACILITIES/INFRASTRUCTURE

LAND USE POLICY 1E: Capital improvements to facilitate residential neighborhoods.

LAND USE POLICY 1M: Priority infrastructure blighted areas.

LAND USE POLICY 2B: Priority in the provision of services and facilities.

LAND USE POLICY 2D: To coordinate projects to minimize disruption and inconvenience.

LAND USE POLICY 3D: Do not promote population growth on barrier islands.

LAND USE POLICY 5D: Updated population projections used in lieu of adopted.

LAND USE POLICY 8A: Accommodate residential where projected availability of service and infrastructure capacity.

LAND USE POLICY 8E No urban expansion unless facilities included and funded.

INTERPRETATION OF THE LAND USE PLAN MAP:
 "Public Facilities" (Pages I-28, 29)

LAND USE CONCEPT 6: Maximize the efficiency facilities and support the introduction of new public facilities or services such as improved mass transit systems.

TRAFFIC CIRCULATION OBJECTIVE 3: Emphasize safe traffic flow.

TRAFFIC CIRCULATION POLICY 4C: Give priority to UDB; second to UEA; avoid agriculture, open land and environmental protection areas.

TRAFFIC CIRCULATION POLICY 4D: Priority timely hurricane evacuation of barrier islands.

HOUSING POLICY 6A: New residential coordinated services and facilities.

CONSERVATION POLICY 5B: Outside UDB site below Flood Criteria subject to flooding.

WATER AND SEWER OBJECTIVE 1: Provide water, and sewage in land use element.

WATER AND SEWER POLICY 1A: Within UDB first priority, second priority UEA avoided Agriculture, Open Land, Environmental Protection.

WATER AND SEWER POLICY 1B: All new uses within UDB connected to public water supply. With exceptions.

WATER AND SEWER POLICY 1D: Protect wellfield protection areas.

WATER AND SEWER OBJECTIVE 2: Maintain procedures to ensure meet future needs.

WATER AND SEWER POLICY 2B: No development order unless potable water or sewer.

WATER AND SEWER POLICY 3A: Funding criteria for public facility improvements ...

WATER AND SEWER POLICY 3B: Improvements scheduled in CIE.

WATER AND SEWER OBJECTIVE 4: Reduce private wastewater treatment facilities.

WATER AND SEWER POLICY 4C: Within UDB, discourage septic tanks.

SOLID WASTE POLICY 5A: Balanced program.

SOLID WASTE OBJECTIVE 6: Reduce hazardous wastes and motor oil unsafe disposal.

RECREATION AND OPEN SPACE GOAL: Comprehensive system of parks.

RECREATION AND OPEN SPACE POLICY 3C: Beaches and shores maximize public ownership and access.

RECREATION AND OPEN SPACE OBJECTIVE 4: Capital financing plan.

RECREATION AND OPEN SPACE POLICY 5B: The County shall, whenever possible, use a combination of fee simple, shared fee and non-fee simple methods to cost effectively acquire public recreation open space, with consideration for the following:...

- ii.) 30 acres minimum size desired new local parks

RECREATION AND OPEN SPACE POLICY 5C: Extend the useful life of existing facilities. ...

COASTAL POLICY 9F: Expanded infrastructure to encourage growth in Coastal High Hazard Areas.

COASTAL POLICY 10E: Relocating public buildings and infrastructure away from the Coastal High Hazard Area and "V" Zone.

CAPITAL IMPROVEMENTS OBJECTIVE 1: CIE provide for replacement, upgrading, and new.

CAPITAL IMPROVEMENTS POLICY 2B: Replacement of infrastructure in high hazard coastal areas.

CAPITAL IMPROVEMENTS OBJECTIVE 3 Development will not degrade adopted service levels.

CAPITAL IMPROVEMENTS POLICY 3C: 6-Year Schedule of Improvements based on the level of service standards:

EDUCATIONAL OBJECTIVE 1: Work towards the reduction of the overcrowding in the Public School System, striving to attain an optimum level of service.

UTILITY FACILITIES AND CORRIDORS

LAND USE POLICY 4G: Ensure land provided for utility facilities. INTERPRETATION OF THE LAND USE PLAN MAP: "Institutional and Public Facilities" (Page I-43)

TRANSPORTATION POLICY 2G: Bicycle and pedestrian considered in site plan review.

WATER CONSERVATION

CONSERVATION POLICY 4D: Xeriscape shall be used.

CONSERVATION POLICY 4E: Water reuse demonstration projects.

WATER AND SEWER OBJECTIVE 5: Comprehensive water conservation program.

WATER DEPENDENT USES

MIAMI RIVER POLICY 1B: Water dependent and/or water related, uses.

MIAMI RIVER OBJECTIVE 2: Improve linkages with and surface transportation routes.

CONSERVATION POLICY 7A: Limitations on degradation of wetlands.

COASTAL POLICY 1A: "Mangrove Protection Areas": ...

COASTAL OBJECTIVE 5: Increase water-dependent, related, accessible uses.

COASTAL POLICY 5B: Maintaining existing water-dependent uses.

COASTAL POLICY 5D: Within Shoreline Development Review Boundary water dependent, water related, or include shoreline access.

COASTAL POLICY 5E: Use rights-of-way and easements for public access.

COASTAL POLICY 5F: General criteria for marina/water-dependent projects:

i) Construction or subsequent operation of any proposed marina/ water-dependent project shall not destroy or degrade:

- a. Hammocks, pinelands, or salt marshes, or
- b. Mangrove Protection Areas, or
- c. Seagrass or hard bottom communities, or
- d. Habitats used by endangered or threatened species.

ii) Where applicable, the proposed marina/water-dependent project site shall have:

- a. A minimum depth of 4 feet at mean low tide in the proposed marina basin and access channel, and direct access to the Intracoastal Waterway or to another dredged channel or area with a minimum of 6 feet at mean low tide, and
- b. Good landside accessibility.

iii) The proposed marina/water-dependent facility shall be:

- a. Compatible with existing, surrounding land uses, and
- b. Of sufficient size to accommodate project and the required parking, and

c. Consistent with the requirements of Miami-Dade County's Shoreline Development Review process, as specified in Chapter 33D of the Code of Miami-Dade County, as may be amended from time to time.

iv) The proposed marina/water-dependent facility shall:

a. Preserve or improve traditional public shoreline uses and public access to estuarine and coastal waters, and

b. Preserve or enhance the quality of the estuarine and coastal waters, water circulation, tidal flushing and light penetration, and

c. Preserve archaeological artifacts or zones and preserves or sensitively incorporate historic sites, and

d. Where applicable, provide a hurricane contingency plan.

COASTAL POLICY 6E: Floating or fixed structures.

COASTAL POLICY 6G: Unsightly non-water dependent uses buffered from view.

THE PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1A: Berths and terminals required projected volumes.

THE PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1B: Parking, roads and ancillary facilities.

THE PORT OF MIAMI MASTER PLAN SUBELEMENT POLICY 1C: Rehabilitate existing terminals.

THE PORT OF MIAMI MASTER PLAN SUBELEMENT OBJECTIVE 3: Expand its cargo-handling and railroad facilities.

WATER QUALITY

MIAMI RIVER OBJECTIVE 3: Minimize negative impacts.

CONSERVATION OBJECTIVE 2: Surveillance for pollution.

CONSERVATION OBJECTIVE 3: Wellfield protection areas regulations strictly enforced.

CONSERVATION POLICY 3A: No new hazardous wastes within wellfield protection areas.

COASTAL OBJECTIVE 3: Reduce exceedances of water quality standards.

WATER AND SEWER POLICY 1D: Protect wellfield protection areas by strict adherence and enforcement of regulations and restrictions.

WATER AND SEWER POLICY 1E: Do not vary environmental regulations for uses not in conformance with the CDMP Land Use Plan map.

SOLID WASTE POLICY 1B: Groundwater protection incorporated into solid waste disposal facilities and preferred sites.

WELLFIELD PROTECTION

LAND USE POLICY 3B: Natural resources and systems protected from incompatible land use....

INTERPRETATION OF THE LAND USE PLAN MAP:

"Wellfield Areas" (Page I-62, 63)

"Future Waterwells and Cones of Influence" (Page I-65)

"Future Wellfields and Wellfield Protection Areas Map" (Page 1-68)

AVIATION POLICY 7A: Aviation facilities no adverse impact Conservation Areas, Everglades Park, environmental protection areas.

AVIATION POLICY 8C: Study site air carrier airport.

HOUSING POLICY 7B: Protect new residential adverse environmental impact.

CONSERVATION OBJECTIVE 3: Wellfield protection areas regulations strictly enforced.

CONSERVATION POLICY 3A: No new hazardous wastes within wellfield protection areas.

CONSERVATION POLICY 3B: Protect recharge systems.

CONSERVATION POLICY 6B: Guidelines for rock quarries.

WATER AND SEWER POLICY 1D: Adherence to the Wellfield Protection Ordinances.

WATER AND SEWER POLICY 3A: Public facility improvements funding. criteria:

1) Improvements which are necessary to protect the health, safety and environmental integrity of the community, consistent with the policies of this Plan and applicable federal, State, and County regulatory requirements. ...

4) Improvements which have been identified in adopted functional plans and address system details, which are beyond the scope of the comprehensive, plan for wastewater and potable water facilities, and are consistent with the goals, objectives and policies of the comprehensive plan. ...

6) In providing improvements to the potable water supply system, the following additional criteria shall also be considered:

- a. Improvements associated with the protection of existing and future wellfields identified in the Land Use Element.
- b. Elimination of fire flow deficiencies, and otherwise improving system pressures.
- c. Connection of all County-owned facilities and expansion of capacity at regional facilities to accommodate these connections.
- d. Providing water supply capacity to new development.
- e. Providing water supply capacity to existing development and redevelopment.
- f. Development of a new wellfield or other facilities to provide supplemental water supply.

7) In providing for improvements to the sanitary sewer collection system, the following additional criteria shall also be considered:

- a. Location within a public water supply wellfield protection zone.
- b. Potential for the disposal of waste other than domestic waste.
- c. Designation on the Land Use Plan map for a use more intense than estate density residential.
- d. Potential for impacts on existing private wells.
- e. Areas with low land elevation in conjunction with high water table.
- f. Soil conditions.
- g. Proximity to existing sewer mains.

WATER AND SEWER OBJECTIVE 5: Comprehensive water conservation program.

WATER AND SEWER POLICY 5C: Reduce potable water consumption through implementation of incentives.

WATER AND SEWER POLICY 5D: Educational program to conserve water

CHAPTER 4
FISCAL IMPACTS

Chapter 4

FISCAL IMPACTS ON INFRASTRUCTURE AND SERVICES

The following is a fiscal evaluation of the October 2005 applications to amend the Comprehensive Development Master Plan (CDMP) from county departments and agencies responsible for supplying and maintaining infrastructure and services relevant to the CDMP. The evaluation estimates the incremental and cumulative impact the costs of the required infrastructure and service, and the extent to which the costs will be borne by the property owners or will require general taxpayer support and includes an estimate of that support.

The infrastructure and services and associated agencies responsible for planning, providing and maintaining those services are the following:

Solid Waste	Miami-Dade Department of Solid Waste Management
Water and Sewer	Miami-Dade Water and Sewer Department
Park and Recreation	Miami-Dade Park and Recreation Department
Mass Transit	Miami-Dade Transit Agency
Fire and Rescue Service	Miami-Dade Fire and Rescue Department
Roadways	Miami-Dade Public Works Department
Flood Protection	Miami-Dade Department of Environmental Resource Management
Public Schools	Miami-Dade County Public Schools

The agencies used various methodologies to make their calculations. The agencies rely on a variety of sources for revenue, such as, property taxes, impact fees, connection fees, user fees, gas taxes, taxing districts, general fund contribution, federal and state grants; federal funds, etc. Certain variables, such as property use, location, number of dwelling units, and type of units were considered by the service agencies in developing their cost estimates.

The evaluations are organized by the services, on capital expenditure as listed above. The Miami-Dade County Public Schools, are responding only to those applications requesting residential uses. As of the date of printing this report, the Park and Recreation and Public Works Departments' fiscal evaluations of the applications have not been completed, and a portion of the Water Sewer Department fiscal report on impacts in the public right-of-way, therefore, those evaluations will be included in a supplement.

Solid Waste Services

Concurrency

Since the DSWM assesses capacity system-wide based, in part, on existing waste delivery commitments from both the private and public sectors, it is not possible to make determinations concerning the adequacy of solid waste disposal facilities relative to each individual application. Instead, the DSWM issues a periodic assessment of the County's status in terms of 'concurrency' – that is, the ability to maintain a minimum of five (5) years of waste disposal capacity system-wide. The County is committed to maintaining this level in compliance with Chapter 163, Part II F.S. and currently exceeds that standard by nearly four (4) years.

Residential Collection and Disposal Service

The incremental cost of adding a residential unit to the DSWM Service Area, which includes the disposal cost of waste, is offset by the annual fee charges to the user. Currently, that fee is \$399 per residential unit. For a residential dumpster, the current fee is \$308. The average residential unit currently generates approximately 3.0 tons of waste annually, which includes garbage, trash and recycled waste.

As reported in March 2005 to the State of Florida, Department of Environmental Protection, for the fiscal year ending September 30, 2004, the full cost per unit of providing waste Collection Service was \$370 including disposal and other Collections services such as, illegal dumping clean-up and code enforcement.

Waste Disposal Capacity and Service

The incremental and cumulative cost of providing disposal capacity for DSWM Collections, private haulers and municipalities are paid for by the users. The DSWM charges a disposal tipping fee at a contract rate of \$53.05 per ton to DSWM Collections and to those private haulers and municipalities with long term disposal agreements with the Department. For non-contract haulers, the rate is \$70.75. These rates adjust annually with the Consumer Price Index, South. In addition, the DSWM charges a Disposal Facility Fee to private haulers equal to 15 percent of their annual gross receipts, which is targeted to ensure capacity in operations. Landfill closure is funded by a portion of the Utility Service Fee charged to all retail and wholesale customers of the County's Water and Sewer Department.

Water and Sewer

The Miami-Dade County Water and Sewer Department provides for the majority of water and sewer service throughout the county.

The cost estimates provided herein are preliminary and final project costs will vary from these estimates. The final costs for the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors.

IMPACT FEES PAID BY DEVELOPER

Application No.	Total Usage (gpd)	Water Impact Fee	Sewer Impact Fee	Connection Fee*	Annual O&M Cost***
1**	N/A	N/A	N/A	N/A	N/A
2**	N/A	N/A	N/A	N/A	N/A
3**	N/A	N/A	N/A	N/A	N/A
4**	N/A	N/A	N/A	N/A	N/A
5	3,136	4,359	17563	\$1,300	2,411
6	3,607	5,013	20198	\$1,300	2,773
7	58,510	81,328	327654	\$1,300	44,982
8	8,250	11,468	46200	\$1,300	6,343
9	1,847	2,567	10343	\$1,300	1,420
10	1,399	1,945	N/A****	\$1,300	1,076
11	9,100	12,649	50960	\$1,300	6,996
12	3,049	4,238	17076	\$1,300	2,344

* Connection fee based on a 1" service line and 1" meter. (new \$100 service meter installation fee with approved 05-06-budget)

** Water and Sewer Service area belongs to the City of North Miami.

*** The annual O&M cost is based on approved figures through 9/30/04. The updated figures through 9/30/05 are not finalized yet. (Auditing approval pending)

**** Sewer service area belongs to the City of Coral Gables.

The impact fee, connection fee, and annual operation and maintenance cost associated with each application is provided. The water impact fee was calculated at a rate of \$1.39 per gallon per day (gpd), and the sewer impact was calculated at a rate of \$5.60 per gpd. The annual Operations and Maintenance (O&M) cost was based on \$0.8308 gallons for the water, and \$1.2755 gallons for the sewer. The connection was based on providing a one-inch service line and meter. The construction connection charges may apply to a particular application but cannot be provided until construction of the development has been completed. The developer pays for these costs at various development order stages, such as at time of plat application and building permit application.

WATER & SEWER IMPACTS IN PUBLIC RIGHT-OF-WAYS						
Application	Water Line Extension		Sewer Line Extension		Eng. Fees and Contingency	Total Cost
	Linear Feet	Cost	Linear Feet	Cost		
1*	0	0	0	0	0	0
2*	0	0	0	0	0	0
3*	0	0	0	0	0	0
4*	0	0	0	0	0	0
5	1,126	\$155	1,215 1^	\$130 \$6,000	\$89,697	\$428,177
6	1,150	\$155	1,700 2^	\$130 \$6,000	\$113,089	\$539,839
7	1,480	\$155	1,925 2^	\$130 \$6,000	\$130,287	\$621,937
8	45	\$130	10	\$130	\$1,895	\$9,045
9	45	\$155	720 2^	\$130 \$6,000	\$29,833	\$142,407
10**	330	\$155	0	0	\$13,555	\$64,705
11	30	\$130	1,215 1^	\$130 \$6,000	\$44,480	\$212,330
12	420	\$155	360 1^	\$130 \$6,000	\$31,244	\$149,144

Estimating Disclaimer:

The final costs of the project and resulting feasibility will depend on actual labor and material costs, competitive market conditions, final project scope implementation schedule, continuity of personnel and other variable factors. Accordingly, the final project costs will vary from the estimate. The costs provided herein are based on Miami-Dade County water and sewer unit cost.

* Water and sewer service area belongs to the City of North Miami

** Sewer service area belongs to the City of Coral Gables

^ Manhole

Source: Miami-Dade County Water & Sewer Department

Mass Transit

Application 1 and 2

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the applications were requested. In TAZ #201, where Applications # 1 and # 2 is being requested, if granted, the expected transit impact produced is a minimal increase of less than 50+ additional transit trips combined which would not warrant additional changes beyond those already planned for the area.

Application 3

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. In TAZ # 200, the expected transit impact produced by the Application # 3 is a minimum increase in the number of transit trips, which would not warrant changes beyond those already planned for the area.

Application 4

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. In TAZ #199, the expected transit impact produced by Application # 4 is also a minimal increase in the number of transit trips, which would not warrant changes beyond those already planned for the area.

Application 5

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. An analysis was performed for Traffic Analysis Zone (TAZs 412) where Applications 5 was requested and the results were a minimal number of additional trips with no expected changes in the transit service beyond those already planned for the area.

Application 6 and 7

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application 6 and 7 is requested. In TAZ 414, where Applications 6 and 7 are being requested an analysis was done and Application #6 did not have a great impact in the number of transit trips in the area, however Application #7 is estimated to produce an additional 382 transit trips. This application location is within walking distance of the Metrorail line and the TriRail Station. If granted there will be no expected changes beyond those already planned for the area.

Application 8

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. An analysis was performed in the Traffic Analysis Zones (TAZ 988), where Application #8 is being requested. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Application 9

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. An analysis was performed in the Traffic Analysis Zones (TAZ 993), where Application #9 is being requested. If granted, very few additional transit trips would be created. Therefore there are no expected changes beyond those already planned for the area.

Application 10

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. A trip-generation analysis was performed in the Traffic Analysis Zone (TAZ 1086) where Application #10 is being requested. If granted, there will be no variation on the transit trip generation and no expected changes beyond those already planned for the area.

Application 11

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. An analysis was also performed in the Traffic Analysis Zones (TAZ 951), where Application #11 is being requested. If granted, very few additional transit trips would be created. Therefore there are no expected changes beyond those already planned for the area.

Application 12

A trip generation analysis was performed in the Traffic Analysis Zones (TAZ) where the application is requested. An analysis was performed in the Traffic Analysis Zone (TAZ 1194), where Application #12 is being requested. If granted, this application would create very few additional transit trips. There are many improvement projected for this area. Therefore, no expected changes beyond those already planned for the area will be necessary.

Fire and Rescue Service

The fiscal impact of new services is for both capital and operating budgets. Operating costs include all expenses associated with the recurring annual costs of maintaining fire rescue service. These encompass the direct operating of equipment, and all the administrative and support functions necessary to sustain direct service to the public. The estimated annual operating fiscal impact of applications to amend the CDMP is defined on the following table.

Estimated Annual Operating Fiscal Impact

Estimated Annual Operating Fiscal Impact	Application 1		Application 2		Application 3	
	Current	Proposed	Current	Proposed	Current	Proposed
Estimated Service Impact	14	34	17	32	10	34
Est. Fire Rescue Budget Impact*	N/A	N/A	\$19,654	\$36,996	\$11,561	\$39,309
Estimated Property Assessment	N/A	N/A	\$920,819	\$1,859,244	\$1,683,442	\$890,927
Estimated Fire Rescue Tax Revenue**	N/A	N/A	\$2,387	\$4,819	\$4,363	\$2,309
Donor/(Recipient) Amount	N/A	N/A	(\$17,268)	(\$32,177)	(\$7,198)	(\$36,999)

Estimated Annual Operating Fiscal Impact	Application 4		Application 5		Application 6	
	Current	Proposed	Current	Proposed	Current	Proposed
Estimated Service Impact	6	21	2	29	15	33
Est. Fire Rescue Budget Impact*	\$6,937	\$24,279	\$2,312	\$33,528	\$17,342	\$38,153
Estimated Property Assessment	\$775,078	\$1,766,924	\$516,374	\$518,047	\$512,319	\$753,211
Estimated Fire Rescue Tax Revenue**	\$2,009	\$4,580	\$1,338	\$1,343	\$1,328	\$1,952
Donor/(Recipient) Amount	(\$4,928)	(\$19,699)	(\$974)	(\$32,185)	(\$16,014)	(\$36,200)

Estimated Annual Operating Fiscal Impact	Application 7		Application 8b		Application 9	
	Current	Proposed	Current	Proposed	Current	Proposed
Estimated Service Impact	31	540	5	9	2	4
Est. Fire Rescue Budget Impact*	\$35,840	\$624,314	\$5,781	\$10,405	\$2,312	\$4,625
Estimated Property Assessment	\$468,825	\$762,941	\$672,578	\$1,052,186	\$1,767,060	\$1,515,997
Estimated Fire Rescue Tax Revenue**	\$1,215	\$1,978	\$1,743	\$2,727	\$4,580	\$3,929
Donor/(Recipient) Amount	(\$34,625)	(\$622,336)	(\$4,037)	(\$7,678)	\$2,268	(\$695)

Estimated Annual Operating Fiscal Impact	Application 10		Application 11		Application 12	
	Current	Proposed	Current	Proposed	Current	Proposed
Estimated Service Impact	3	7	2	3	2	28
Est. Fire Rescue Budget Impact*	\$3,468	\$8,093	\$2,312	\$3,468	\$2,312	\$32,372
Estimated Property Assessment	\$654,760	\$4,978,669	\$598,952	\$957,954	\$478,200	\$784,513
Estimated Fire Rescue Tax Revenue**	\$1,697	\$12,905	\$1,552	\$2,483	\$1,239	\$2,033
Donor/(Recipient) Amount	(\$1,771)	\$4,812	(\$760)	(\$985)	(\$1,073)	(\$30,338)

* Based on cost per alarm in fiscal year 2005

** Based on Adopted fiscal year 2005 millage of 2.592

Source: Miami-Dade County Fire and Rescue

Capital costs are those associated with the one time cost of capital asset acquisition such as land, equipment, and facility construction. These costs are paid through impact fees, developer contributions, the 1994 Special Obligation Bond, or other financial packages. The developers pay impact fees at the time of issuance of building permits. These funds are used for new station construction and equipment purchases needed to serve the new development. Developer contributions are designated capital funds that are provided by new developments and are conditions for development. Bond funds were voter approved in 1994 to build ten additional stations in areas already developed but requiring more service. Financial packages are generally used for major station renovations or relocations.

Flood Protection

The Department of Environmental Regulation Management (DERM) is restricted to the enforcement of current stormwater management and disposal regulations. These regulations require that all new development provide full on-site retention of the stormwater runoff generated by the development. The drainage systems serving new developments are not allowed to impact existing or proposed public stormwater disposal systems, or to impact adjacent properties. The County is not responsible of providing flood protection to private properties, although it is the County's responsibility to ensure and verify that said protection has been incorporated in the plans for each proposed development.

The above noted determinations are predicated upon the provisions of Chapter 46, Section 4611.1 of the South Florida Building Code; Section 24-58.3(G) of the Code of Miami-Dade County, Florida; Chapter 40E-40 Florida Administrative Code, Basis of Review South Florida Water Management District (SFWMD); and Section D4 Part 2 of the Public Works Manual of Miami-Dade County. All these legal provisions emphasize the requirement for full on-site retention of stormwater as a post development condition for all proposed commercial, industrial, and residential subdivisions.

Additionally, DERM staff notes that new development, within the urbanized area of the County, is assessed a stormwater utility fee. This fee commensurate with the percentage of impervious area of each parcel of land, and is assessed pursuant to the requirements of Section 24-61, Article IV, of the Code of Miami-Dade County. Finally, according to the same Code Section, the proceedings may only be utilized for the maintenance and improvement of public storm drainage systems.

Based upon the above noted considerations, it is the opinion of DERM that Ordinance No. 01-163 will not change, reverse, or affect these factual requirements.

Public Schools

The summary below provides the fiscal impacts of CDMP applications 1, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 on public schools for both the capital and the operating costs. Application 12 has. Application 2 will result in a net reduction in the number of students generated thus a net reduction on both the capital and operating costs.

Application	Additional Students	Increase in Operating Costs*	Increase in Capital Costs**
1	22	\$144,078	\$362,198
3	5	\$32,745	\$86,163
4	10	\$65,490	\$165,116
5	46	\$301,254	\$759,486
6	31	\$203,019	\$513,374
7	866	\$5,671,434	\$14,325,081
8	4	\$26,196	\$65,013
9	2	\$13,098	\$35,090
10	3	\$19,647	\$49,030
11	7	\$45,843	\$116,086
12	49	\$320,901	\$808,516

* Operating Cost of \$6,549 for each K-12 student

** Capital Costs of \$13,940 per elementary student, \$15,983 per middle school student and \$21,150 per senior high school student. Based on information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student does not include land cost.

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student stations does not include land cost.

APPENDIX A
SCHOOL COMMENTS



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Rudolph F. Crew, Ed.D.

Ana Rijo-Conde, AICP, Facilities Planning Officer
Facilities Planning

Miami-Dade County School Board

Agustin J. Barrera, Chair

Perla Tabares Hantman, Vice Chair

Frank J. Bolaños

Evelyn Langlieb Greer

Dr. Robert B. Ingram

Dr. Martin Karp

Ana Rivas Logan

Dr. Marta Pérez

Dr. Solomon C. Stinson

February 14, 2006

Ms. Diane O'Quinn-Williams, Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, Suite 1110
Miami, Florida 33128

**Re: Land Use Amendments October 2005 Cycle
(Revised School Impact Analysis for Applications No. 3, 7 and 8)**

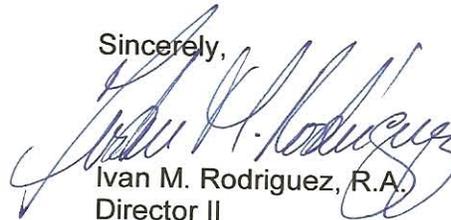
Dear Ms. O'Quinn-Williams:

Pursuant to the state-mandated and School Board approved Interlocal Agreement (Interlocal), local government, the development community and the School Board are to collaborate on the options to address the impact of proposed residential development on public schools where the proposed development would result in an increase in the schools' FISH % utilization (permanent and relocatable), in excess of 115%.

Attached please find the School District's (District) revised review analysis of potential impact generated by the above referenced applications. The District is in the process of forwarding to you, under separate cover, the results of dialogues for each applicable application.

As always, thank you for your consideration and continued partnership in our mutual goal to enhance the quality of life for the residents of our community.

Sincerely,



Ivan M. Rodriguez, R.A.
Director II

IMR:ir
L-1086

Attachments

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Ms. Vivian Villaamil
Ms. Patricia Good
Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS
(Revised February 14, 2006)

APPLICATION: No. 3, 110 Biscayne Realty, LLC c/o Rudd and Rudd, LLC

REQUEST: Land use amendment from Parcel 1: Low-Medium Density Residential (5 to 13 DU/Ac) to Medium Density Residential (13 to 25 DU/Ac); and Parcel 2: Business and Office and Low-Medium Density Residential (5 to 13 DU/ac) to Business and Office

ACRES: 3.9 acres

M1SA/Multiplier: 4.1/.62 (SF attached), .23 (MF)

LOCATION: West Side of Biscayne Boulevard between NE 109 and 11 Streets

NUMBER OF UNITS:

	84 additional units	Proposed land use 127 MF units	Existing land use (1) 22 SF attached (2) 8 MF (2)13 SF attached
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ESTIMATED STUDENT POPULATION:

	5 additional students*	29	24
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ELEMENTARY: 2

MIDDLE: 1

SENIOR: 2

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: W.J. Bryant Elementary - 1200 NE 125 Street

MIDDLE: North Miami Middle – 13105 NE 7 Avenue

SENIOR HIGH: North Miami Senior High – 800 NE 137 Street

All schools are located in Regional Center II

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
W.J. Bryant Elementary	1,331	916	145%	278	111%	1,341
	1,333 *		146%		112%	
North Miami Middle	1,352	822	164%	20	161%	1,358
	1,353 *		165%		161%	
North Miami Senior High	3,118	2,268	137%	214	126%	3,124
	3,120 *		138%		126%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
K-8 Conversion at Linda Lentin El. (North Miami Middle Relief) (515 student stations)	Construction	June 2006
State School QQ-1 (W.J. Bryan and Natural Bridge Elementary Relief; North Miami Middle Relief) (1593 student stations)	Construction	April 2006

Proposed Relief Schools

School	Funding Year
State School BBB-1 (North Miami Senior Replacement) (3661 student stations; 1489 student stations gained)	FY 05/06

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1916
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1930
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	

361

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$32,745

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	2	x	13,940	=	\$27,880
MIDDLE	1	x	15,983	=	\$15,983
SENIOR HIGH	2	x	21,150	=	\$42,300
Total Potential Capital Cost					\$86,163

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS
(Revised February 14, 2006)

APPLICATION: No. 7, Wal-Mart Stores East, L. P.

REQUEST: Land use amendment from Industrial and Office to Business and Office

ACRES: 34.58 acres

M1SA/Multiplier: 4.2/.43 (MF)

LOCATION: Southwest corner of theoretical NW 78 Street and NW 32 Avenue

NUMBER OF UNITS:

	2014 additional units	Proposed land use 2014 MF units	Existing land use
			0

ESTIMATED STUDENT POPULATION:

	2014 additional students*	53	0
ELEMENTARY:	398		
MIDDLE:	217		
SENIOR:	251		

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Broadmoor Elementary - 3401 NW 83 Street

MIDDLE: Madison Middle – 3400 NW 87 Street

SENIOR HIGH: Miami Springs Senior High – 751 Dove Avenue

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Broadmoor Elementary	544	620	88%	0	88%	942
	942 *		152%		152%	
Madison Middle	864	789	110%	238	84%	1,094
	1,081 *		137%		105%	
Miami Springs Senior High	3,443	2,056	167%	499	135%	4,686
	3,694 *		180%		145%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the elementary and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy
State School "FFF"	Construction	August 2006
Ronald W. Reagan/Doral High School (Miami Springs Senior High Relief) (2000 student stations)		
State School "WWW"	Construction	March 2008
(Miami Springs Senior High Relief) (1964 student stations)		

Proposed Relief Schools

School	Funding Year
N/A	

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	620
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	789
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	6020

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$5,671,434.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	398	x	13,940	=	\$5,548,120
MIDDLE	217	x	15,983	=	\$3,468,311
SENIOR HIGH	251	x	21,150	=	\$5,308,650
Total Potential Capital Cost					\$14,325,081

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS
(Revised February 14, 2006)

APPLICATION: No. 8, Tamiami Automotive Group, Inc. and Century Home Builders of South Florida, LLC

REQUEST: Land use amendment from Low-Medium Density Residential (5 to 13 DU/Ac.) to Medium Density Residential (13 to 25 DU/Ac.)

ACRES: 1.33 acres

M1SA/Multiplier: 5.4/.37 (SF attached) and .29 (MF)

LOCATION: Approx. 514 feet south of SW 8 Street and approx. 283 feet west of SW 82 Avenue

NUMBER OF UNITS:	16 additional units	Proposed land use 33 MF units	Existing land use 17 SF attached
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ESTIMATED STUDENT POPULATION:	4 additional students*	10	6
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ELEMENTARY: 2

MIDDLE: 1

SENIOR: 1

SCHOOLS SERVING AREA OF APPLICATION:

**ELEMENTARY/
MIDDLE:** Everglades K-8 - 8375 SW 16 Street

SENIOR HIGH: Miami Coral Park Senior High – 8865 SW 16 Street

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Everglades K-8	1,221	1,047	117%	101	106%	942
	1,224 *		117%		107%	
Miami Coral Park Senior High	4,042	3,495	116%	1016	90%	4,686
	4,041 *		116%		90%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy
N/A		

Proposed Relief Schools

School	Funding Year
New Elementary at Banyan Elementary (Banyan Elementary and Everglades K-8 Relief) (826 student stations)	FY 07-08
New Senior High School (Doral and Coral Park Senior High Relief) (2000 student stations)	FY 08-09

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1561
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	488
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	5495

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$26,196.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	2	x	13,940	=	\$27,880
MIDDLE	1	x	15,983	=	\$15,983
SENIOR HIGH	1	x	21,150	=	\$21,150
Total Potential Capital Cost					\$65,013

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

Mark Warner



Miami-Dade County Public Schools

giving our students the world

Superintendent of Schools
Rudolph F. Crew, Ed.D.

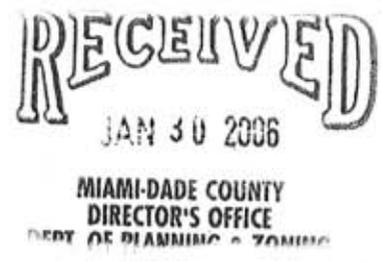
Ana Rijo-Conde, AICP, Facilities Planning Officer
Facilities Planning

Miami-Dade County School Board
Agustin J. Barrera, Chair
Perla Tabares Hantman, Vice Chair
Frank J. Bolaños
Evelyn Langlieb Greer
Dr. Robert B. Ingram
Dr. Martin Karp
Ana Rivas Logan
Dr. Marta Pérez
Dr. Solomon C. Stinson

January 23, 2006

Ms. Diane O'Quinn-Williams, Director
Miami-Dade County
Department of Planning and Zoning
Zoning Evaluation Section
111 NW 1 Street, Suite 1110
Miami, Florida 33128

**Re: Land Use Amendments
October 2005 Cycle
(Applications No. 1-13)**



Dear Ms. O'Quinn-Williams:

Pursuant to the state-mandated and School Board approved Interlocal Agreement (Interlocal), local government, the development community and the School Board are to collaborate on the options to address the impact of proposed residential development on public schools where the proposed development would result in an increase in the schools' FISH % utilization (permanent and relocatable), in excess of 115%.

Attached please find the School District's (District) review analysis of potential impact generated by the above referenced applications. Please note that the land use amendment proposed in application 13 will not generate a student impact to the District. Amendment 2 will result in a net reduction in the number of students generated (see attached analyses).

However, land use amendments proposed in applications 1, 3, 4, 5, 6, 7, 8, 9, 10, 11 and 12 will generate an additional student impact to the District (see attached analyses). Please note that some of the impacted school facilities for Amendments 1, 3, 4, 5, 6, 7, 9, 10, 11 and 12 meet the referenced review threshold. As such, and in accordance with the Interlocal, dialogue needs to take place between the District and the applicants as it relates specifically to the public schools that meet the review threshold. The District will keep the County apprised of the results of such dialogue.

Ms. Diane O'Quinn-Williams
January 19, 2006
Page Two

Additionally, pursuant to Miami-Dade County's Educational Facilities Impact Fee Ordinance, the proposed developments, if approved, will be required to pay educational facilities impact fees (impact fees) based on the following formula:

New residential unit square footage X .90 (Square Footage Fee) +
\$600.00 (Base Fee) + 2% administrative fee = Educational Facilities
Impact fee

In accordance with the Agreement, this letter and attached information should not be construed as commentary on the merits of the pending land use amendment applications. Rather it is an attempt to provide relevant information to the Planning Advisory Board, Community Councils and Miami-Dade County Board of County Commissioners on public schools that will likely serve the proposed developments and are expected to be impacted beyond the review threshold.

As always, thank you for your consideration and continued partnership in our mutual goal to enhance the quality of life for the residents of our community.

Sincerely,


Ivan M. Rodriguez, R.A.
Director II

IMR:ir
L-996
Attachments

cc: Ms. Ana Rijo-Conde
Mr. Fernando Albuerne
Mr. Michael A. Levine
Ms. Vivian G. Villaamil
Ms. Patricia Good
Ms. Helen Brown

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 1, Biscayne Greenacres, LLC and Biscayne Goldacres, LLC

REQUEST: Land use amendment for Tract B from Low-Medium Density Residential (5 to 13 DU/Ac) to Medium Density Residential (13 to 25 DU/Ac)

ACRES: 3.58 acres

M1SA/Multiplier: 4.1/.62 (SF attached), .23 (MF)

LOCATION: NE 116 to 117 Street and lying west of NE 16 Avenue

NUMBER OF UNITS:

116 additional units	Proposed land use 127 MF units	Existing land use 11 SF units
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ESTIMATED STUDENT POPULATION:

22*	29	7
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ELEMENTARY: 10

MIDDLE: 6

SENIOR: 6

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: W.J. Bryant Elementary - 1200 NE 125 Street

MIDDLE: North Miami Middle – 13105 NE 7 Avenue

SENIOR HIGH: North Miami Senior High – 800 NE 137 Street

All schools are located in Regional Center II

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
W.J. Bryant Elementary	1,331	916	145%	278	111%	1,341
	1,341 *		146%		112%	
North Miami Middle	1,352	822	164%	20	161%	1,358
	1,358 *		165%		161%	
North Miami Senior High	3,118	2,268	137%	214	126%	3,124
	3,124 *		138%		126%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
K-8 Conversion at Linda Lentin El. (North Miami Middle Relief) (515 student stations)	Construction	June 2006
State School QQ-1 (W.J. Bryan and Natural Bridge Elementary Relief; North Miami Middle Relief) (1593 student stations)	Construction	April 2006

Proposed Relief Schools

School	Funding Year
State School BBB-1 (North Miami Senior Replacement) (3661 student stations; 1489 student stations gained)	FY 05/06

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1916
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1930
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	



Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$144,078.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	10	x	13,940	=	\$139,400
MIDDLE	6	x	15,983	=	\$95,898
SENIOR HIGH	6	x	21,150	=	\$126,900
Total Potential Capital Cost					\$362,198

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 2, SFBC International, Inc.

REQUEST: Land use amendment from Low-Medium Density Residential (5 to 13 DU/Ac) to Medium Density Residential (13 to 25 DU/Ac)

ACRES: 4.89 acres

M1SA/Multiplier: 4.1/.62 (SF attached), .23 (MF)

LOCATION: NE 14 Avenue to Biscayne Boulevard and north of NE 111 Street

NUMBER OF UNITS:

59 additional units	Proposed land use 122 MF units	Existing land use 63 SF units
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ESTIMATED STUDENT POPULATION:

No additional students*	28	39
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ELEMENTARY: 0

MIDDLE: 0

SENIOR: 0

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: W.J. Bryant Elementary - 1200 NE 125 Street

MIDDLE: North Miami Middle – 13105 NE 7 Avenue

SENIOR HIGH: North Miami Senior High – 800 NE 137 Street

All schools are located in Regional Center II

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 3, 110 Biscayne Realty, LLC c/o Rudd and Rudd, LLC

REQUEST: Land use amendment from Parcel 1: Low-Medium Density Residential (5 to 13 DU/Ac) to Medium Density Residential (13 to 25 DU/Ac); and Parcel 2: Business and Office and Low-Medium Density Residential (5 to 13 DU/ac) to Business and Office

ACRES: 3.9 acres

M1SA/Multiplier: 4.1/.62 (SF attached), .23 (MF)

LOCATION: NE 14 Avenue to Biscayne Boulevard and north of NE 111 Street

NUMBER OF UNITS:

84 additional units	Proposed land use 127 MF units	Existing land use (1) 22 SF attached (2) 8 MF (2)13 SF attached
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ESTIMATED STUDENT POPULATION:

5 additional students*	29	24
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ELEMENTARY: 2

MIDDLE: 1

SENIOR: 2

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: W.J. Bryant Elementary - 1200 NE 125 Street

MIDDLE: North Miami Middle – 13105 NE 7 Avenue

SENIOR HIGH: North Miami Senior High – 800 NE 137 Street

All schools are located in Regional Center II

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
W.J. Bryant Elementary	1,331	916	145%	278	111%	1,341
	1,333 *		146%		112%	
North Miami Middle	1,352	822	164%	20	161%	1,358
	1,353 *		165%		161%	
North Miami Senior High	3,118	2,268	137%	214	126%	3,124
	3,120 *		138%		126%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
K-8 Conversion at Linda Lentin El. (North Miami Middle Relief) (515 student stations)	Construction	June 2006
State School QQ-1 (W.J. Bryan and Natural Bridge Elementary Relief; North Miami Middle Relief) (1593 student stations)	Construction	April 2006

Proposed Relief Schools

School	Funding Year
State School BBB-1 (North Miami Senior Replacement) (3661 student stations; 1489 student stations gained)	FY 05/06

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1916
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1930
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	



Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$32,745

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	2	x	13,940	=	\$27,880
MIDDLE	1	x	15,983	=	\$15,983
SENIOR HIGH	2	x	21,150	=	\$42,300
Total Potential Capital Cost					\$86,163

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 4, Biscayne Shores Star, LLC

REQUEST: Land use amendment from Business and Office and Low-Medium Density Residential (5 to 13 DU/Ac) to Medium High Density Residential (25 to 60 DU/Ac)

ACRES: 2.09 acres

M1SA/Multiplier: 4.1/.62 (SF attached), .23 (MF)

LOCATION: East side of Biscayne Boulevard/East Dixie Highway between NE 108 and 109 Streets

NUMBER OF UNITS:

55 additional units	Proposed land use 79 MF units	Existing land use 7 SF attached 17 MF
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ESTIMATED STUDENT POPULATION:

10 additional students*	18	8
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ELEMENTARY: 5

MIDDLE: 2

SENIOR: 3

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: W.J. Bryant Elementary - 1200 NE 125 Street

MIDDLE: North Miami Middle – 13105 NE 7 Avenue

SENIOR HIGH: North Miami Senior High – 800 NE 137 Street

All schools are located in Regional Center II

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
W.J. Bryant Elementary	1,331	916	145%	278	111%	1,341
	1,335 *		146%		112%	
North Miami Middle	1,352	822	164%	20	161%	1,358
	1,354 *		165%		161%	
North Miami Senior High	3,118	2,268	137%	214	126%	3,124
	3,121 *		138%		126%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
K-8 Conversion at Linda Lentin El. (North Miami Middle Relief) (515 student stations)	Construction	June 2006
State School QQ-1 (W.J. Bryan and Natural Bridge Elementary Relief; North Miami Middle Relief) (1593 student stations)	Construction	April 2006

Proposed Relief Schools

School	Funding Year
State School BBB-1 (North Miami Senior Replacement) (3661 student stations; 1489 student stations gained)	FY 05/06

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1916
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1930
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	



Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$65,490.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	5	x	13,940	=	\$69,700
MIDDLE	2	x	15,983	=	\$31,966
SENIOR HIGH	3	x	21,150	=	\$63,450
Total Potential Capital Cost					\$165,116

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 5, Poinciana Partners, LLLP

REQUEST: Land use amendment from Industrial and Office to Business and Office

ACRES: 2.7 acres

M1SA/Multiplier: 4.2/.43 (MF)

LOCATION: North side of NW 78 Street between NW 22 and NW 24 Avenue

NUMBER OF UNITS:

108 additional units	Proposed land use 108 MF units	Existing land use 0
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ESTIMATED STUDENT POPULATION:

46 additional students*	46	8
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ELEMENTARY: 21

MIDDLE: 12

SENIOR: 13

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Lillie C. Evans Elementary - 1895 NW 75 Street

MIDDLE: Charles R. Drew Middle – 1801 NW 60 Street

SENIOR HIGH: Miami Northwestern Senior High – 1100 NW 71 Street

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Lillie C. Evans Elementary	335	708	47%	54	44%	1,341
	356 *		50%		47%	
North Miami Middle	834	849	98%	158	83%	1,358
	846 *		100%		84%	
North Miami Senior High	2,637	2,389	110%	71	107%	3,124
	2,650 *		111%		108%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy Date
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N/A

Proposed Relief Schools

School	Funding Year
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N/A

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	708
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Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	849
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Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	209
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Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$301,254.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	21	x	13,940	=	\$292,740
MIDDLE	12	x	15,983	=	\$191,796
SENIOR HIGH	13	x	21,150	=	\$274,950
Total Potential Capital Cost					\$759,486

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 6, 3380 NW 79 Street, LLC

REQUEST: Land use amendment from Business and Office and Industrial and Office to Business and Office

ACRES: 2.07 acres

M1SA/Multiplier: 4.2/.43 (MF)

LOCATION: Southside of NW 79 Street at theoretical NW 34 Avenue

NUMBER OF UNITS:

72 additional units	Proposed land use 124 MF units	Existing land use 52 MF
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ESTIMATED STUDENT POPULATION:

31 additional students*	53	22
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ELEMENTARY: 14

MIDDLE: 8

SENIOR: 9

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Broadmoor Elementary - 3401 NW 83 Street

MIDDLE: Madison Middle – 3400 NW 87 Street

SENIOR HIGH: Miami Springs Senior High – 751 Dove Avenue

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Broadmoor Elementary	544	620	88%	0	88%	558
	558 *		90%		90%	
Madison Middle	864	789	110%	238	84%	885
	872 *		111%		85%	
Miami Springs Senior High	3,443	2,056	167%	499	135%	4,444
	3,452 *		168%		135%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the senior high school meets the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy
State School "FFF"	Construction	August 2006
Ronald W. Reagan/Doral High School (Miami Springs Senior High Relief) (2000 student stations)		
State School "WWW"	Construction	March 2008
(Miami Springs Senior High Relief) (1964 student stations)		

Proposed Relief Schools

School	Funding Year
N/A	

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	620
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	789
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	620

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$203,019.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	14	x	13,940	=	\$195,160
MIDDLE	8	x	15,983	=	\$127,864
SENIOR HIGH	9	x	21,150	=	\$190,350
Total Potential Capital Cost					\$513,374

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 7, Wal-Mart Stores East, L. P.

REQUEST: Land use amendment from Industrial and Office to Business and Office

ACRES: 34.58 acres

M1SA/Multiplier: 4.2/.43 (MF)

LOCATION: Southwest corner of theoretical NW 78 Street and NW 32 Avenue

NUMBER OF UNITS:

	2014 additional units	Proposed land use 2014 MF units	Existing land use
			0

ESTIMATED STUDENT POPULATION:

	2014 additional students*	53	0
ELEMENTARY:	398		
MIDDLE:	217		
SENIOR:	251		

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Broadmoor Elementary - 3401 NW 83 Street

MIDDLE: Madison Middle – 3400 NW 87 Street

SENIOR HIGH: Miami Springs Senior High – 751 Dove Avenue

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Broadmoor Elementary	544	620	88%	0	88%	942
	942 *		152%		152%	
Madison Middle	864	789	110%	238	84%	1,094
	1,081 *		137%		105%	
Miami Springs Senior High	3,443	2,056	167%	499	135%	4,686
	3,694 *		180%		145%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, the elementary and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy
State School "FFF"	Construction	August 2006
Ronald W. Reagan/Doral High School (Miami Springs Senior High Relief) (2000 student stations)		
State School "WWW"	Construction	March 2008
(Miami Springs Senior High Relief) (1964 student stations)		

Proposed Relief Schools

School	Funding Year
N/A	

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	620
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	789
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	620

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$203,019.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	14	x	13,940	=	\$195,160
MIDDLE	8	x	15,983	=	\$127,864
SENIOR HIGH	9	x	21,150	=	\$190,350
Total Potential Capital Cost					\$513,374

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 8, Tamiami Automotive Group, Inc. and Century Home Builders of South Florida, LLC

REQUEST: Land use amendment from Low-Medium Density Residential (5 to 13 DU/Ac.) to Medium Density Residential (13 to 25 DU/Ac.)

ACRES: 1.33 acres

M1SA/Multiplier: 5.4/.37 (SF attached) and .29 (MF)

LOCATION: Southwest corner of theoretical NW 78 Street and NW 32 Avenue

NUMBER OF UNITS:	16 additional units	Proposed land use 33 MF units	Existing land use 17 SF attached
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ESTIMATED STUDENT POPULATION:	4 additional students*	10	6
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ELEMENTARY: 2

MIDDLE: 1

SENIOR: 1

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY/

MIDDLE: Everglades K-8 - 8375 SW 16 Street

SENIOR HIGH: Miami Coral Park Senior High – 8865 SW 16 Street

All schools are located in Regional Center III

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Everglades K-8	1,221	1,047	117%	101	106%	942
	1,224 *		117%		107%	
Miami Coral Park Senior High	4,042	3,495	116%	1016	90%	4,686
	4,041 *		116%		90%	

* Increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, none of the schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

School	Status	Projected Occupancy
N/A		

Proposed Relief Schools

School	Funding Year
New Elementary at Banyan Elementary (Banyan Elementary and Everglades K-8 Relief) (826 student stations)	FY 07-08
New Senior High School (Doral and Coral Park Senior High Relief) (2000 student stations)	FY 08-09

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	1561
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	488
Estimated Permanent Senior Seats (Current and Proposed in 5-Year Plan)	505

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected needs.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$203,019.

CAPITAL COSTS: Based on the State's January-2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	14	x	13,940	=	\$195,160
MIDDLE	8	x	15,983	=	\$127,864
SENIOR HIGH	9	x	21,150	=	\$190,350
Total Potential Capital Cost					\$513,374

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION:	No. 9, Linda Rozynes		
REQUEST:	Land use amendment from Business and Office and Low Density Residential (2.5-6 DU/acre) to Business and Office		
ACRES:	1.06 acres		
LOCATION:	North of SW 40 Street and east of SW 85 Avenue		
MSA/ MULTIPLIER:	5.4/.37 (townhouse) and .42(single-family)		
NUMBER OF UNITS:	7 additional units	Proposed land use allows 13 townhouse units	Existing land use 2 townhouse and 4 single family units
ESTIMATED STUDENT POPULATION:	2 additional students*	5	3
ELEMENTARY:	1		
MIDDLE:	-		
SENIOR:	1		
SCHOOLS SERVING AREA OF APPLICATION:			
ELEMENTARY:	Banyan Elementary – 3060 SW 85 Avenue		
MIDDLE:	Rockway Middle – 9393 SW 29 Terrace		
SENIOR HIGH:	Southwest Miami Senior – 15900 SW 56 Street		

Schools are located in Regional Center III and V

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October, 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELOCATABLE	CUMULATIVE STUDENTS **
Banyan Elem.	354/ 355*	540	66%/ 66%*	0	66%/ 66%*	355
Rockway Middle	1312	788	166%*	99	148%/	1313
Southwest Miami Senior	3130/ 3131*	2065	152%/ 152%*	285	133%/ 133%*	3133

* increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

1. Figures above reflect the impact of the class size amendment.
2. Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold. Please note only the senior high school is impacted by the proposed development.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
New Modular Addition at Rockway Middle (676 student stations)	Design	July 2006
Addition at Southwest Miami Senior High (874 Student stations)	Construction	October 2006

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	540
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	1464
Estimated Permanent Senior High seats (Current and Proposed in 5-Year Plan)	2939

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$13,098.

SCHOOL IMPACT REVIEW ANALYSIS

January 17, 2006

APPLICATION: No. 10, Keys Investments, LTD.

REQUEST: Change Land Use from EU-M "Low Density Residential" (2.5 to 6 DU/acre) to "Business and Office" (10 DU/acre)

ACRES: ± 0.803-net acre and ±1.245-gross acre

LOCATION: Approximately northside of SW 72 Street and west of Trionpo Street

**MSA/
MULTIPLIER:** 5.3 / 0.31 Single-Family Detached & 0.36 Single-Family Attached

NUMBER OF UNITS:		Proposed Land Use	Existing Land Use
	6 additional units	10 Single-Family Attached	4 Single-Family Detached

**ESTIMATED STUDENT
POPULATION:**

3

4

1

ELEMENTARY:

2

MIDDLE:

-

SENIOR HIGH:

1

SCHOOLS SERVING AREA OF APPLICATION

ELEMENTARY:

Sunset Elementary – 5120 SW 72 Street

Coral Gables Elementary – 105 Minorca Avenue

G. W. Carver Elementary – 238 Grand Avenue

MIDDLE:

Ponce De Leon Middle – 5801 August Street

SENIOR HIGH:

Coral Gables Senior High – 450 Bird Road

All schools are located in Regional Center IV.

*Based on Census 2000 information provided by Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October 2005:

	STUDENT POPULATION		FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELCOATABLE	CUMULATIVE STUDENTS**
Sunset Elementary	1078,	*	790	136%	230	106%	1,093
Coral Gables Elementary	714, or	*	522	137%	18	132%	761
G. W. Carver Elementary	549	*	442	124%	44	113%	600
Ponce De Leon Middle	1,316	*	1,184	111%	161	98%	1,638
Coral Gables Senior High	3,628	*	2,799	130%	0	130%	4,053
	3,629			130%		130%	

*Student population increase as a result of the proposed development

**Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

- 1) Figures above reflect the impact of the class size amendment.
- 2) Pursuant to the Interlocal Agreement, Coral Gables Elementary and Coral Gables Senior High Schools meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005)

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected</u>
N/A		

Proposed Relief Schools

<u>School</u>	<u>Occupancy Date</u>	<u>Funding year</u>
New Modular		FY 07-08
Sunset Elementary School (400 student stations)		
State School "L-1" English Center (Silver Bluff / Carver / Coral Gables Elementary Schools relief) (826 student stations)		FY 07-08
Ponce De Leon Middle Renovations		FY 06-07
State School "LLL-1" International Studies Senior at Metrorail (700 student stations)		FY 07-08

OPERATING COSTS: Accounting to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$19,647.

CAPITAL COSTS: Based on the State's January 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	2	x	14,378	=	\$28,756
MIDDLE	0	x	16,485	=	\$0
SENIOR HIGH	1	x	21,815	=	\$21,815
Total Potential Capital Cost					\$50,571

*Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 11, Sunset Place, LLC

REQUEST: Land use amendment from Estate Density Residential (1 - 2.5 DU/acre) to Low Density Residential (2.5 – 6 DU/acre)

ACRES: 4.39 acres

LOCATION: Northeast corner of SW 70 Street and SW 97 Avenue

**MSA/
MULTIPLIER:** 5.4/.42(single-family)

NUMBER OF UNITS:	16 additional units	Proposed land use 26 single-family units	Existing land use 10 single-family units
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ESTIMATED STUDENT POPULATION:

	7 additional students*	11	4
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ELEMENTARY: 3

MIDDLE: 2

SENIOR: 2

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Snapper Creek Elementary – 10151 SW 64 Street

MIDDLE: Glades Middle – 9451 SW 64 Street

SENIOR HIGH: Southwest Miami Senior – 15900 SW 56 Street

All of the schools are located in Regional Center V

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October, 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELOCATABLE	CUMULATIVE STUDENTS **
Snapper Creek Elem.	618/ 621*	658	94%/ 94%*	0	94%/ 94%*	623
Glades Middle	1438/ 1440	804	179%* 179%	119	156% 156%/	1452
Southwest Miami Senior	3130/ 3131*	2065	152%/ 152%*	285	133%/ 133%*	3133

* increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

1. Figures above reflect the impact of the class size amendment.
2. Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
Addition at Southwest Miami Senior High (874 Student stations)	Construction	October 2006

Proposed Relief Schools

<u>School</u>	<u>Funding Year</u>
New Middle School (Glades and Arvida Middle Schools and Kenwood K-8 Relief) (1241 student stations)	FY 07-08

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	658
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	2045
Estimated Permanent Senior High seats (Current and Proposed in 5-Year Plan)	2939

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$45,843.

CAPITAL COSTS: Based on the State's January - 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	3 x \$ 13,940 =	\$ 41,820
MIDDLE	2 x \$ 15,983 =	\$ 31,966
SENIOR	2 x \$ 21,150 =	\$ 42,300
Total Potential Capital Cost		\$116,086

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.

SCHOOL IMPACT REVIEW ANALYSIS

APPLICATION: No. 12, West Perrine Community Development Corporation
REQUEST: Land use amendment from Industrial and Office to Business and Office
ACRES: 2.4 acres
LOCATION: Northeast corner of SW 186 Street and Homestead Avenue

**MSA/
MULTIPLIER:** 5.8/.47 (multifamily)

NUMBER OF UNITS:	Proposed land use allows 105 multi-family units	Existing land use permits no residential units
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ESTIMATED STUDENT POPULATION:	49 students	0
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ELEMENTARY: 23

MIDDLE: 12

SENIOR: 14

SCHOOLS SERVING AREA OF APPLICATION:

ELEMENTARY: Robert Russa Moton Elementary – 18050 Homestead Avenue

MIDDLE: Southwood Middle – 16301 SW 80 Avenue

SENIOR HIGH: Miami Palmetto Senior – 7460 SW 118 Street

All of the schools are located in Regional Center V

* Based on Census 2000 information provided by the Miami-Dade County Department of Planning and Zoning.

The following population and facility capacity data are as reported by the Office of Information Technology, as of October, 2005:

	STUDENT POPULATION	FISH DESIGN CAPACITY PERMANENT	% UTILIZATION FISH DESIGN CAPACITY PERMANENT	NUMBER OF PORTABLE STUDENT STATIONS	% UTILIZATION FISH DESIGN CAPACITY PERMANENT AND RELOCATABLE	CUMULATIVE STUDENTS **
R. R. Moton Elem.	602/ 625*	710	85%/ 88%*	0	85%/ 88%*	625
Southwood Middle	1776/ 1780	1181	150%* 151%	20	148%/ 148%	1783
Miami Palmetto Senior	3536/ 3550*	2138	165%/ 166%*	214	150%/ 151%*	3556

* increased student population as a result of the proposed development.

** Estimated # of students (cumulative) based on zoning/land use log (2001- present) and assuming all approved developments are built; also assumes none of the prior cumulative students are figured in current population.

Notes:

1. Figures above reflect the impact of the class size amendment.
2. Pursuant to the Interlocal Agreement, the middle and senior high school meet the review threshold.

PLANNED RELIEF SCHOOLS IN THE AREA

(Information included in proposed 5-Year Capital Plan, 2005-2009, dated April 2005):

Projects in Planning, Design or Construction

<u>School</u>	<u>Status</u>	<u>Projected Occupancy Date</u>
State School "JJ1" (Southwood and Palmetto Middle Schools Relief) (1659 Student stations)	Planning	December 2008

Proposed Relief Schools

<u>School</u>	<u>Funding Year</u>
State School "III1" (Miami Palmetto and Miami Killian Sr. High Schools Relief) (1615 student stations)	FY 07-08

Estimated Permanent Elementary Seats (Current and Proposed in 5-Year Plan)	710
Estimated Permanent Middle Seats (Current and Proposed in 5-Year Plan)	2840
Estimated Permanent Senior High seats (Current and Proposed in 5-Year Plan)	3753

Note: Some of the proposed schools will add relief to more than one school and new seats will be assigned based on projected need.

OPERATING COSTS: According to Financial Affairs, the average cost for K-12 grade students amounts to \$6,549 per student. The total annual operating cost for additional students residing in this development, if approved, would total \$150,627.

CAPITAL COSTS: Based on the State's January - 2006 student station cost factors*, capital costs for the estimated additional students to be generated by the proposed development are:

ELEMENTARY	23	x	\$ 13,940	=	\$ 320,620
MIDDLE	12	x	\$ 15,983	=	\$ 191,796
SENIOR	14	x	\$ 21,150	=	\$ 296,100
Total Potential Capital Cost					\$ 808,516

* Based on Information provided by the Florida Department of Education, Office of Educational Facilities Budgeting. Cost per student station does not include land cost.